

Agency Progress Report Capital Programs



Opening Day Northgate

October | 2021



Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and the ST financial statements, actual cost data presented in the APR may not match the quarterly financial statements. However, the actual cost data is reconciled to the financial statements on a monthly basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Julie Parker at (206) 398-5000.

The Agency Progress Report can also be found on the web at <http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports>.

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Agency Progress Report

TABLE of CONTENTS

Executive Summary	1
Link Light Rail	9
Sounder Commuter Rail	127
Regional Express & STRIDE	160
Capital Program Support	176
Acronyms	179

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Sound Transit Current Service


Link Light Rail


Link 1 Line
 (Univ. of Washington – Angle Lake)


Link T Line
 (Tacoma Dome – Theater District)


Sounder


Sounder N Line
 (Everett–Seattle)


Sounder S Line
 (Lakewood/Tacoma–Seattle)

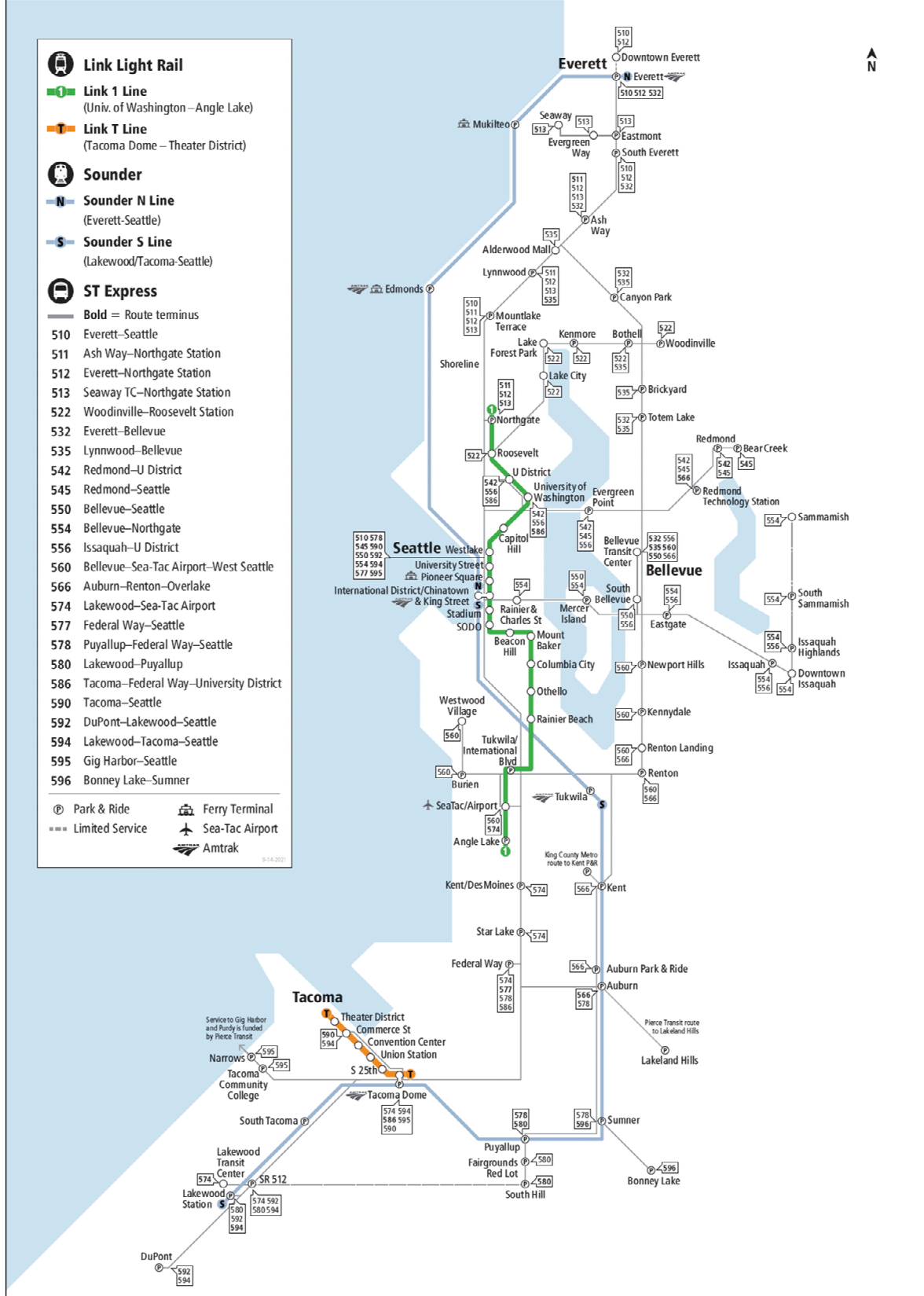

ST Express

Bold = Route terminus

510 Everett–Seattle
511 Ash Way–Northgate Station
512 Everett–Northgate Station
513 Seaway TC–Northgate Station
522 Woodinville–Roosevelt Station
532 Everett–Bellevue
535 Lynnwood–Bellevue
542 Redmond–U District
545 Redmond–Seattle
550 Bellevue–Seattle
554 Bellevue–Northgate
556 Issaquah–U District
560 Bellevue–Sea-Tac Airport–West Seattle
566 Auburn–Renton–Overlake
574 Lakewood–Sea-Tac Airport
577 Federal Way–Seattle
578 Puyallup–Federal Way–Seattle
580 Lakewood–Puyallup
586 Tacoma–Federal Way–University District
590 Tacoma–Seattle
592 DuPont–Lakewood–Seattle
594 Lakewood–Tacoma–Seattle
595 Gig Harbor–Seattle
596 Bonney Lake–Sumner

 Park & Ride
 Limited Service
 Ferry Terminal
 Sea-Tac Airport
 Amtrak

9-18-2021



Sound Transit future service



Northgate Link Extension Opens for Revenue Service

On Oct. 2, we opened the Northgate light rail extension for revenue service. The 4.3-mile extension adds three new stations to the system, at Northgate, Roosevelt and U District, with trips of just 13 minutes from Northgate to downtown Seattle.

The opening heralds the start of an unprecedented period of transit expansion in the region. In just three years, the Link light rail network will nearly triple in reach, from 22 miles to 62 miles, with service to Tacoma's Hilltop in 2022, East King County in 2023 and Lynnwood, Federal Way and Downtown Redmond in 2024.

The project's \$1.9 billion baseline budget includes a \$615 million credit agreement under the Transportation Infrastructure Finance and Innovation Act, which provided significant long-term savings for regional taxpayers through reduced borrowing costs. The project is coming in approximately \$50 million under budget.

Voters approved the Northgate Link Extension in 2008 as part of the Sound Transit 2 ballot measure. We started construction on the project in 2012 following six years of planning. Twin boring machines began tunneling in 2014, completing the 3.5-mile twin tunnels in 2016. Guideway construction was completed in 2018 and rail installation in 2019. Construction of all three stations was substantially complete at the beginning of 2021, and since August, trains have been running simulated service without riders from University of Washington Station to Northgate.



Opening day for Northgate Link. October 2, 2021

Multiple contractors worked on the project. JCM Northlink, a joint venture formed by Jay Dee Contractors, Frank Collucio Construction Company and Michaels Corporation did the tunneling work. Hoffmann Construction was the University District and Roosevelt stations contractor, while Absher Construction was the contractor for Northgate Station. Stacy and Witbeck was the contractor for trackwork, and Mass Electric was the contractor for systems.

Opening Northgate Link will also bring significant service changes for bus riders, providing seamless connections to and from local and regional routes while enabling savings to be applied in other areas. ST Express routes 511, 512 and 513 will now end at Northgate Station. ST Express Route 522 will now end at Roosevelt Station, and ST Express routes 542 and 556 will end at U District Station. Passengers can then transfer to the 1 Line to reach their final destination.

In addition to service changes, riders will see changes in Sound Transit line names. Link becomes the 1 Line, Tacoma Link becomes the T Line, Sounder South becomes the S Line and Sounder North becomes the N Line.

On opening weekend there was bustling street fair in the U District, music and dancing at Roosevelt, and a series of ribbon cuttings, including a Friday afternoon packed event for the press and civic leaders including speakers King County Executive Dow Constantine, Seattle Mayor Jenny Durkan and labor leader Mark Riker. The event and opening day received extensive media coverage.



Opening day for Northgate Link. October 2, 2021

From an operational perspective, opening week was a success. ST Operations and KCM Rail staff were on site over the entire opening weekend working behind the scenes to ensure any issues were promptly

addressed. Sound Transit staff ambassadors covered 208 shifts over the weekend, including the preview ride event, and about 327 shifts during the first week at Northgate, Roosevelt and U District from 6 a.m. to 6 p.m.

Staff reported that it was fun being out there, answering questions, engaging with passengers and experiencing the new stations. Reports from the field show the public was enthralled. Of the riders we spoke to this weekend, the overwhelming majority of feedback was positive. Many new users were both delighted and in awe with the size and efficiency of the new extension. Train performance was stellar on opening weekend, with only one train having a mechanical issue that we removed from service.

There were a couple of issues to note or improve.

We received several reports throughout the weekend of operators selecting incorrect on-board route codes, resulting in incorrect messaging displays. We responded by ordering a training blitz to include a leaflet at dispatch and briefings from rail supervisors at termini. By mid-week, the vast majority of trains observed by Link Ops staff were displaying the correct signage.

We had several false fire alarms at Roosevelt Station. Project management, Mass Electric and KCM electricians were aware of the issue and worked through it.

There was one escalator outage. It was software related and was resolved by our contractors and staff.

For technical reasons, we have not been able to get an accurate count on ridership yet. During this month, we are in the process of recalibrating our passenger counters on the trains, and it takes several weeks to get data for an accurate ridership estimate.

Sound Transit finalizes no-cost land transfer for developing affordable housing in Rainier Valley

On Oct. 12, Sound Transit finalized transferring 10 sites in the Rainier Valley to the Seattle Office of Housing at no cost to Seattle. As part of our Equitable Transit-Oriented Development program, the land will be used to develop permanently affordable for-sale homes. The 10 sites, located in an area at high risk of displacement along Martin Luther King Jr. Way South, spanning from the Mount Baker Link light rail station to Rainier Beach Station, were originally purchased by Sound Transit during light rail construction. The transfer follows an Oct. 2020 Sound Transit Board unanimous vote to authorize the no-cost transfer.

The Office of Housing will publish a series of Requests for Proposals over the next several years to identify developers for each of the 10 sites, with RFPs for the first three sites to be released early in 2022. The City of Seattle has committed approximately \$10 million to the Rainier Valley Homeownership Initiative, which will support the development of at least 100 new permanently affordable for-sale homes on the properties. Future homeownership opportunities developed on these sites will range in housing type and serve homebuyers earning at or below 80 percent area median income, or less than \$92,560 for a household of four.

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

October | 2021



Prepared by Project Controls | Portfolio Services Office

Link Light Rail Program Overview



Link Light Rail Program Overview



Downtown Redmond Link Extension: This project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center (formerly Overlake Transit Center).

Everett Link Extension: Everett Link Extension adds six Snohomish County stations to the growing light rail network. The 16.3-mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and downtown Everett.

Federal Way Link Extension: The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension is a 2.4 mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Light Rail Vehicle (LRV) Fleet Expansion: This project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board in April 2017 allowed for the procurement of 30 additional vehicles.

Link Operations and Maintenance Facility East: This project located in the City of Bellevue, includes a 160,000 square foot operations and maintenance facility that will maintain, store and deploy and expand light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 light rail vehicles.

Lynnwood Link Extension: Lynnwood Link Extension extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate.

Tacoma Dome Link Extension: This project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes five light rail stations. The route will run primarily on elevated guideway with a new rail-only bridge over Duwamish River. The Ballard segment includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay.

Link Light Rail Program Overview



Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Downtown Redmond Link Extension	\$1,530.0	\$965.3	\$440.7	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,200.9	\$3,034.6	\$3,677.2	\$0.0
Everett Link Extension	\$185.0	\$19.0	\$9.3	\$185.0	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,817.7	\$927.4	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$222.0	\$192.5	\$252.7	\$0.0
I-90 Two-Way Transit & HOV Operations (Stage 3)	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0
Light Rail Vehicle (LRV) Fleet Expansion	\$740.7	\$679.3	\$360.1	\$740.7	\$0.0
Link Operations and Maintenance Facility: East	\$449.2	\$379.4	\$376.7	\$449.2	\$0.0
Lynnwood Link Extension	\$2,771.6	\$2,438.2	\$1,510.2	\$2,771.1	\$0.5
NE 130th Street Infill Station	\$36.4	\$20.6	\$19.4	\$36.4	\$0.0
Northgate Link Extension	\$1,899.8	\$1,741.5	\$1,720.8	\$1,847.3	\$52.5
Tacoma Dome Link Extension	\$125.7	\$67.7	\$50.4	\$125.7	\$0.0
West Seattle and Ballard Link Extensions	\$285.9	\$122.0	\$111.4	\$285.9	\$0.0
Total	\$14,613.4	\$11,883.4	\$8,953.5	\$14,560.4	\$53.0

Link Light Rail Program Overview



Program Schedule

Schedules for active projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Activity ID	Activity Name	Original Duration	Start	Finish	2020				2021				2022				2023				2024				2025			
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Northgate Link Extension (BASELINED)																												
A1040	Final Design	1267	04-Oct-10 A	19-May-17 A																								
A1050	Civil/Systems Construction (incl Procurements)	2907	10-May-12 A	20-Apr-22																								
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	06-Oct-22																								
A1070	Revenue Service Date	0		06-Oct-22																								
Lynnwood Link Extension (BASELINED)																												
A1260	NEPA/SEPA/Draft EIS	513	02-Jan-12 A	27-Dec-13 A																								
A1270	Preliminary Engineering/Final EIS/ROD	542	02-Jan-14 A	30-Jun-15 A																								
A1280	Final Design (incl Procurement)	1276	02-Jan-15 A	28-Feb-21 A																								
A1400	Civil/Early Work/Systems Construction	1689	08-Jan-19 A	09-Sep-23																								
A1540	Systemwide Startup/Testing/Float	312	10-Sep-23	17-Jul-24																								
A1550	Revenue Service Date	0		17-Jul-24																								
East Link Extension (BASELINED)																												
A1080	Final Design (incl Procurement)	1084	16-Sep-11 A	31-Jan-18 A																								
A1100	Civil/Systems Construction (incl GCCM Procure)	2766	03-Jun-14 A	31-Dec-21																								
A1380	Systemwide Startup/Testing/Float	546	01-Jan-22	30-Jun-23																								
A1160	Revenue Service Date	0		30-Jun-23																								
Downtown Redmond Link Extension (BASELINED)																												
A1560	Preliminary Engineering	574	03-Jan-17 A	30-Jul-18 A																								
A1570	Design-Build Procurement	457	25-May-18 A	24-Aug-19 A																								
A1580	Civil/Systems Construction	1553	25-Aug-19 A	24-Nov-23																								
A1590	Systemwide Startup/Testing/Float	361	25-Nov-23	19-Nov-24																								
A1600	Revenue Service Date	0		19-Nov-24																								
Federal Way Link Extension (BASELINED)																												
A1340	Phase 1/2 - Alternatives Analysis/DEIS/CE	1163	30-Jun-12 A	31-Dec-14 A																								
A1350	Phase 3 - FEIS and PE	269	30-Apr-15 A	03-Dec-18 A																								
A1360	Design-Build Procurement	477	12-Apr-18 A	07-Jun-19 A																								
A1370	Civil/Systems Construction	1649	04-May-20 A	19-Jan-24																								
A1610	Systemwide Startup/Testing/Float	347	20-Jan-24	31-Dec-24																								
A1620	Revenue Service Date	0		31-Dec-24																								
Tacoma Link Extension (BASELINED)																												
A1290	Preliminary Alternatives Analysis/Scoping/AA	322	25-Apr-10 A	13-Nov-13 A																								
A1320	EA/Preliminary Engineering	546	01-Apr-14 A	04-Nov-16 A																								
A1330	Final Design (incl Procurement)	731	04-Jan-16 A	31-May-18 A																								
A1630	Civil/Systems Construction (incl Procurement)	1649	23-Jan-18 A	20-May-22																								
A1640	Systemwide Startup/Testing/Float	488	21-Jan-22	23-May-23																								
A1650	Revenue Service Date	0		23-May-23																								
Link OMF-East (BASELINED)																												
A1410	NEPA/SEPA/Preliminary Engineering	542	02-Jan-14 A	17-Jun-16 A																								
A1420	Design-Build Procurement	741	18-Jun-16 A	18-Jun-17 A																								
A1430	Civil/Systems Construction	1078	19-Jun-17 A	28-Aug-20 A																								
A1720	Project Float	117	29-Aug-20	23-Dec-20 A																								
A1730	Project Completion Date	0		23-Dec-20 A																								
Light Rail Vehicles (BASELINED)																												
A1740	Vendor Procurement	741	24-Feb-15 A	11-Oct-16 A																								
A1750	LRV Design,Build,Deliver (thru 122nd LRV)	483	31-Aug-18 A	15-Apr-24																								
A1760	LRV Conditional Acceptance (thru 122nd LRV)	700	05-Jun-20 A	30-May-24																								

Link Light Rail

Downtown Redmond Link Extension

Project Summary

Scope

Limits The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

Stations Two Stations—SE Redmond (at Marymoor Park) and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Reviewing and responding to Notice of Design Changes (NDCs) and Field Design Changes (FDCs).
- On-going coordination with Contractor to close out items in the Letters of Conformance for the Milestone Submittals.
- Working with Contractor to resolve open comments on the garage design.
- Worked with Operations and Maintenance on camera locations at SE Redmond TPSS and Garage.
- Ongoing review of construction submittals.
- Reviewing potential technical solutions for TPSS grounding.
- Updated Risk Register – quarterly review.
- Construction progressing on all segments.

Closely Monitored Issues

- Ensuring utility relocations being done by third parties support the project schedule.
- Contractor monitoring and planning for future crew availability and supply chain impacts.
- Timely relocation of temporary cell tower to new permanent location.
- Acquisition of remaining outstanding property rights.
- Future availability of crew and supply chain impacts.

Link Light Rail Downtown Redmond Link Extension



Project Cost Summary

Voters approved funding for preliminary engineering for the Redmond Link Extension (DRLE) in the 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. Table (below) figures in millions. This project has now been baselined, The baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table in FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately \$17.9M of expenditure. This period expenditure incurred primarily in the Construction phase \$15.9M for mostly progression of design build scope and construction services and the rest of the work phases made up the balance. Total cumulative expenditure to date rose from \$422.8M to \$440.7M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.0	\$17.7	\$17.4	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.3	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$1.0	\$0.8	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$20.6	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$6.2	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$752.9	\$274.2	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$104.0	\$102.2	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$965.3	\$440.7	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$235.2	\$91.5	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$187.5	\$44.8	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.7	\$197.7	\$48.8	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$65.8	\$16.0	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$686.2	\$201.1	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$104.0	\$102.2	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.1	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$173.8	\$137.2	\$293.6	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$954.3	\$440.7	\$1,530.0	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report supported with good probability that the project baseline cost and schedule assumptions. The externality conditions remain the same this period and may have reduced in some instances, but the generally speaking the project's risk profile remains some what unchanged. The third quarterly qualitative register update is being finalized. The following are the current top project risk areas:

- COVID-19 pandemic - impact due to COVID-19 as experience this past year has been due to supply chain interruption, availability of labor as well as inefficiencies. That said many impacts are still unknown and situation is fluid. ST continues to closely monitored this area.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions within a short time frame; market shortage of qualified construction labor.
- Unanticipated and differing site condition during construction such as grounding solution for TPS; geotechnical condition could increase cost and delay schedule.
- Permitting and third party requirements - construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; permitting of stream crossings; betterment requests increases complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfaces with private utilities for utility relocations.
- Change during finalization of design and during construction—late discovery of sensitive receptors; utilities; threat and Vulnerability and preliminary hazard designs.



Artist rendering of Downtown Redmond Station platform

Link Light Rail Downtown Redmond Link Extension



Contingency Management

DRLE project budget was baselined with a total contingency of \$435.8M. The Design Build contract have been procured and the total project contingency balance stands at \$270.2M (previously \$280.6M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at \$4.2. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC balance shows a net draw of about \$10.4M bringing the balance to approximately \$187.8M.

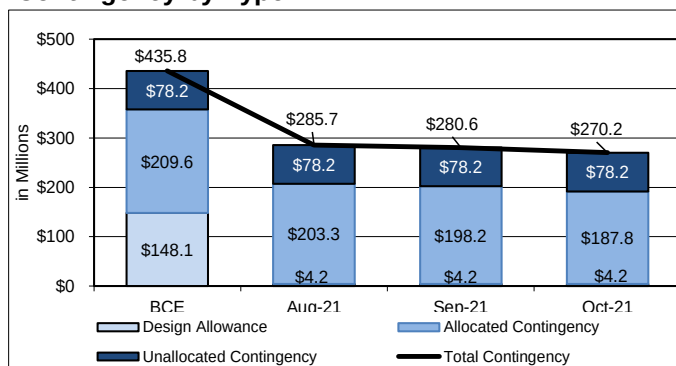
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148.1	9.7%	\$4.2	0.4%
Allocated Contingency	\$209.6	13.7%	\$187.8	17.2%
Unallocated Contingency	\$78.2	5.1%	\$78.2	7.2%
Total	\$435.8	28.5%	\$270.2	24.8%

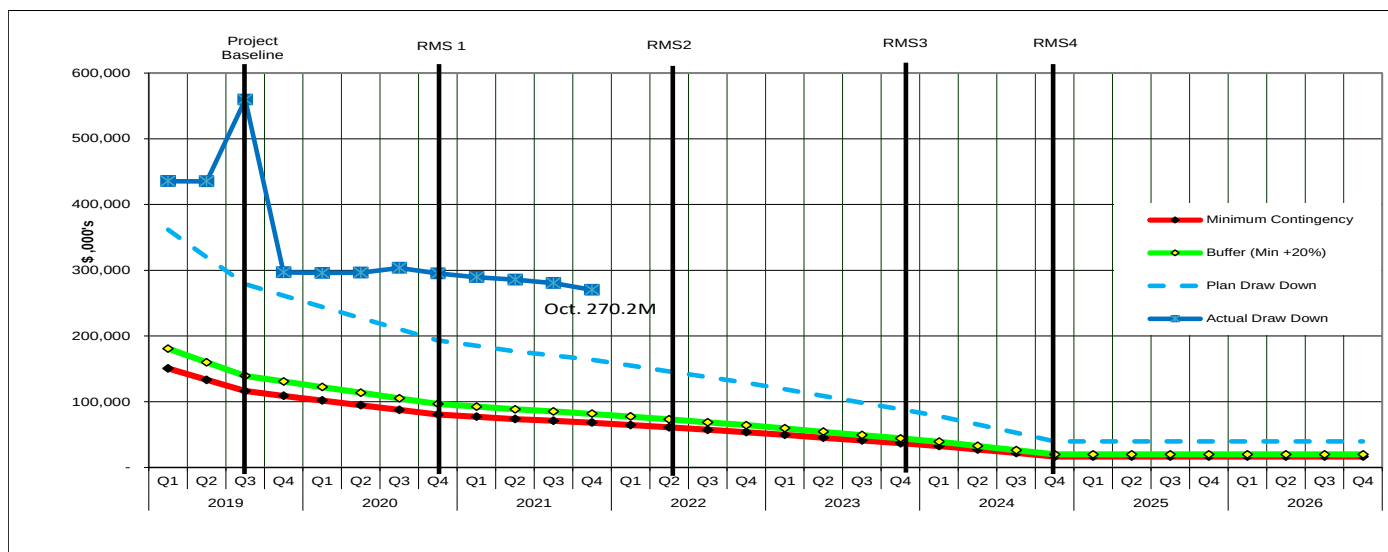
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE Project's total contingency drawdown trends better than plan with an overall contingency balance at approximately at \$270.2M (previously \$280.6M) and remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. September's contingency draw net change of approximately \$10.4M due to construction changes.



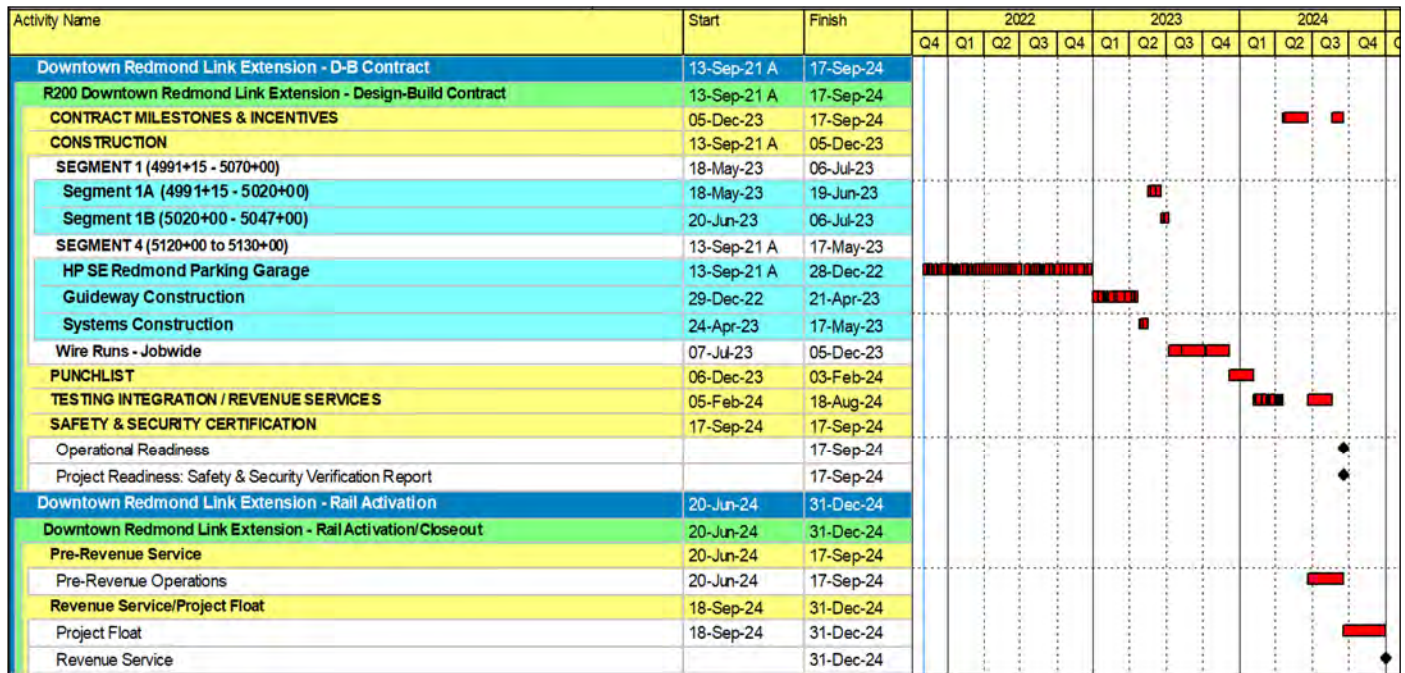
Contingency Drawdown as of October 31, 2021

Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 currently runs through the parking garage deck due to an extended review of some structural calculations. From there, the critical path moves to the guideway through the garage, followed by wire runs across the whole alignment and into testing and closeout.



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required **	Relocations Completed to date
84	88	91	72	1579	1572
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. ** A large majority of the relocation count is due to the relocation of storage units. Note: The change in Board Approved was due to a correction. The WSDOT ASL/TCAL leases was being counted in the # of parcels needed and board authorized and they should have been included in the WSDOT tracking.					

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR520.
- Continued communications with regards to noise complaints from residents along SR520 corridor
- Continued coordination with WSDOT and City of Redmond for MOT and pedestrian/bike path changes ahead of both downtown station and guideway girder work through November 2021 and SR 520/202 West Bound on ramp closure January-May 2022. Issued traffic alerts for girder installs at West Sammamish Parkway NE.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	27.2	22.1	(5.1)
Consultants	37.0	31.2	(5.8)
TOTAL	64.2	53.3	(10.9)

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Downtown Redmond Link Extension



Construction Safety

Data/ Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	6	6
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	11	12
Reported Near Mishaps	2	5	9
Average Number of Employees on Worksite	500	-	-
Total # of Hours (GC & Subs)	48,650	300,231	332,358
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	4.00	3.61
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

Current Progress

Design:

- Continued working with the Contractor to resolve outstanding structural items related to the South East Redmond garage including engaging a Peer Review Team.
- Reviewed and responded to Notice of Design Change / Final Design as appropriate for systems issues.

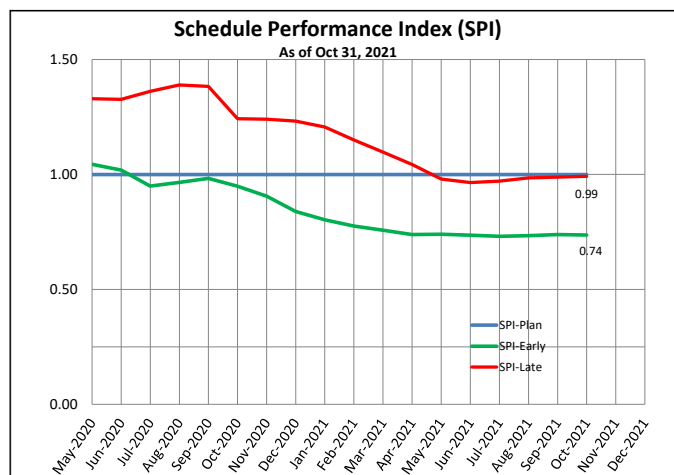
Construction:

- Continue Concrete In Drilled Hole (CIDH) piles on the south side at NE 40th St.
- Work with PSE to coordinate a potential boring pit location at 51st Street. Help support the need for negotiation with adjacent property owners for work zone rights.
- Excavation and soil nail installation at 60th Street cut and cover in preparation for cast-in-place structure construction.

Schedule Performance Index

The Early Schedule Performance Index (SPI) for the project is at 0.74 for this period, and the Late SPI is at 0.99. The index under 1.0 indicates that the contractor is behind. The late start to construction is heading according to plan. The SPI Early continues to lag the early finish plans.

The schedule continues to show some time impacts due to extreme weather delay, girder supply chain delay due to COVID-19. The Contractor is working diligently to identify as many opportunities as possible to try to recapture float on future work by performing tasks in more beneficial ways to the project, constructive acceleration and resequencing where feasible.



Next Period's Activities

- Work with PSE to coordinate a potential boring pit location at 51st Street. Support the need for negotiation with adjacent property owners for work zone rights
- Roadway reconstruction for SR202 began on Oct. 7th. On-Ramp and Off-Ramp construction continues.
- Continue with drainage work at Marymoor Park.
- Continue with the installation of Unnamed Tributary Bridge access and vertical elements for soil nail wall.

Closely Monitored Issues

- Sound Transit is working with the Contractor Design Team to resolve open comments on garage design. Currently the garage level 2 deck is on hold pending approval of design and submittals.
- Continue working with the utility owners and the Contractor to accommodate utility relocations in support of the project schedule.

Link Light Rail Downtown Redmond Link Extension

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$719,396,000
Change Order Value	\$21,999,155
Current Contract Value	\$741,395,155
Total Actual Cost (Incurred to Date)	\$263,843,393
Percent Complete	41.3%
Alternative Concept Allowance	\$46,432,699
Authorized Contingency	\$78,823,901
Contingency Drawdown	\$21,999,155
*Contingency Index	1.48

**Excludes Betterments*



Parking garage deck formwork.

Link Light Rail East Link Extension

Project Summary

Scope

Limits Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.

Alignment East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.

Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

Systems Signals, traction electrification, and communications (SCADA).

Phase Construction

Budget \$3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- **West Segment:** ongoing punchlist and commissioning at JPS and MBT; progress plinth grout pad remediation; progress power upgrade work for WSDOT system
- **Center Segment:** Continued sliding rail expansion joint work; progress fabrication of spare dual precast blocks; ongoing plinth grout pad remediation
- **East Segment:** Continue 80th Ave clearing/grubbing for MITI early work; ongoing punchlist work at MI Station; progress non-conforming plinth grout pad remediation
- **E320 South Bellevue:** Continued L&I elevator inspections and correction at SB Parking garage prior to opening; continued landscaping installation; punch list and site security work.
- **Downtown Bellevue to Spring District (E335):** Completed skim coat walls, planting, installing way finder tiles and metal panels. Commenced installing doors, signage and lean rails at East Main Station. Commenced install soffit panels & trim on plaza level canopies, wall panels and windscreen trim at Wilburton Station.
- **Bel-Red (E340):** Installed open rail fence wetland signs and planting. Addressed station punch-list items. Conducted preliminary direct fixation track alignment walkthrough. Installed systems conductors along the guideway.
- **SR520 to Redmond Technology Station (E360):** Ongoing Overlake Village Station (OVS) NCR repairs as part of punch list work. Sand blasting of decorative concrete panels for the OVS Pedestrian Bridge. Redmond Technology Station (RTS) garage column rebar work, level 2 concrete placement, and pier 8 column concrete placement completed.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 and E360; Communication Bungalow delivered to E360, installation of feeder cables for energization and testing. Ongoing installation of OCS wire throughout the alignment.

Closely Monitored Issues

- Redmond Technology Station Garage's structural repairs.
- Civil segments continue to trend late in handing over access to follow on Systems contractor and System Integrated Testing.
- COVID-19 pandemic remains challenging at all levels of project activities.
- Resolution to commercial issues with contractors.
- Staff and consultant attrition at late stage of project and lost of continuity and project knowledge.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) remains the same at approximately \$3.68B. This period's estimated expenditure effectively netted out to \$40.61M, the total expenditure to date increase from \$2.99B to 3.03B. Project commitment remains at approximately \$3.2B with all major construction contracts in place. The pace of civil construction expenditures has begun to slow down. That said, the major activities predominantly driven from E130; E335 and Systems E750 constructions. COVID-19 cases remains fluid, assessment of impacts continues as well as ongoing monitoring of downstream supply chain interruptions.

Cost Summary by Phase

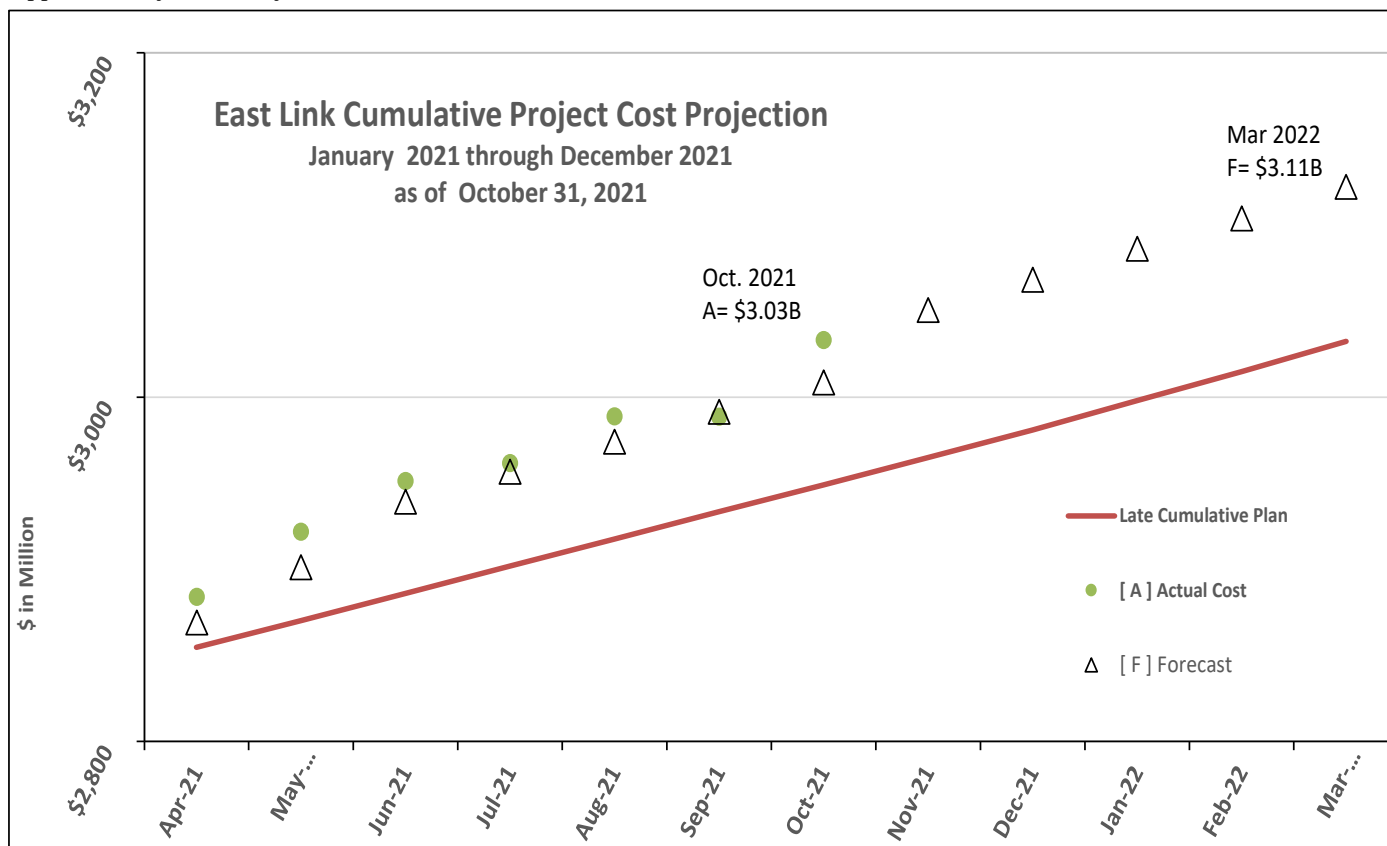
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$114.5	\$116.3	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$250.4	\$239.4	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$208.5	\$188.4	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.4	\$34.4	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,254.5	\$2,122.2	\$2,544.3	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$279.8	\$279.1	\$298.2	\$0.0
Total	\$3,677.2	\$3,677.2	\$3,200.9	\$3,034.6	\$3,677.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$945.7	\$908.1	\$907.6	\$942.9	(\$198.3)
20 Stations	\$397.7	\$478.2	\$461.7	\$439.1	\$482.0	(\$84.3)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$501.8	\$467.3	\$569.9	\$238.6
50 Systems	\$353.8	\$367.9	\$346.9	\$276.0	\$371.2	(\$17.4)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,218.4	\$2,090.1	\$2,365.9	(\$61.3)
60 Row, Land	\$288.5	\$288.5	\$279.8	\$279.1	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.1	\$0.5	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$701.6	\$664.9	\$889.9	\$8.5
90 Unallocated Contingency	\$182.9	\$130.0	\$0.0	\$0.0	\$130.0	\$52.8
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,200.9	\$3,034.6	\$3,677.2	(\$0.0)

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project expenditure netted out at \$40.6M. Total project cost incurred progressed to \$3.03B, of which the Construction Phase's share is now a little over \$2B. The project expenditures continue to pick up and is predicted to rise to approximately \$3.11B by March 2022.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks.

A Quantitative Risk Assessment workshop was completed in October 2020. The QRA Report was finalized with results documenting a good confidence that ELE will complete within the baseline cost and scheduled Revenue Service Date. The project is finalizing the Q3 qualitative risk register updates.

The following are the top project risk and risk areas:

- Civil turnovers to Systems construction
- Interfaces between contracts, agency supplied equipment and third party jurisdictions
- COVID-19 pandemic cost and schedule impacts
- Resolution to Redmond Technology Station Garage's structural elements repairs
- Scope gaps between Construction and Operations as well as readiness for Startup

Link Light Rail East Link Extension



Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$313.5M (previously \$318.44M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at \$1.3M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC was balance shows a net decrease of approximately \$4.9M due to construction and construction support changes.

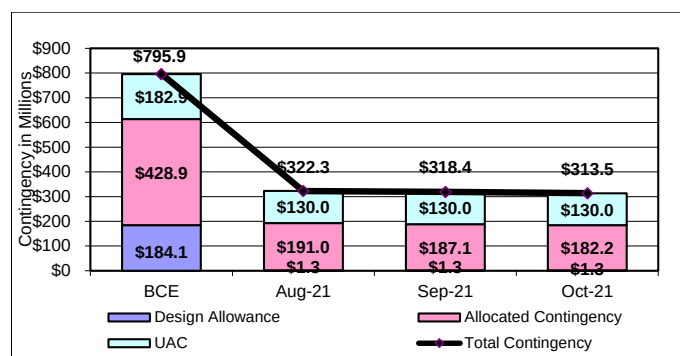
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$1.3	0.2%
Allocated Contingency	\$428.9	11.7%	\$182.2	28.4%
Unallocated Contingency	\$182.9	5.0%	\$130.0	20.2%
Total	\$795.9	21.6%	\$313.5	48.8%

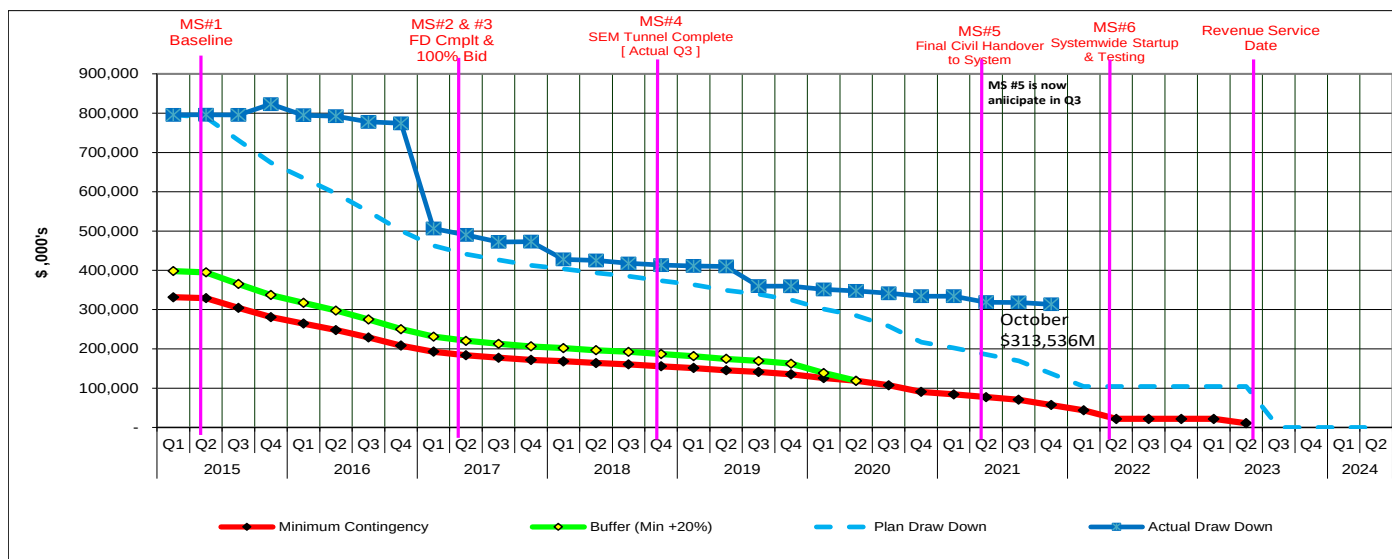
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at approximately at \$318.44M (previously \$322.31M) and with all major construction contracts procured, remains above the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of October represented the monthly net decrease about \$4.9M due to various construction and construction support changes.



Contingency Drawdown as of October 31, 2021

Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below. Weighted percent complete of the major construction contracts is calculated at 94.5%.

E130 continued track plinth grout pad remediation; punchlist work; clearing and grubbing for MITI work.

E320 continued landscaping and irrigation; corrective work at station platform; station commissioning; closeout work.

E330 has achieved final acceptance.

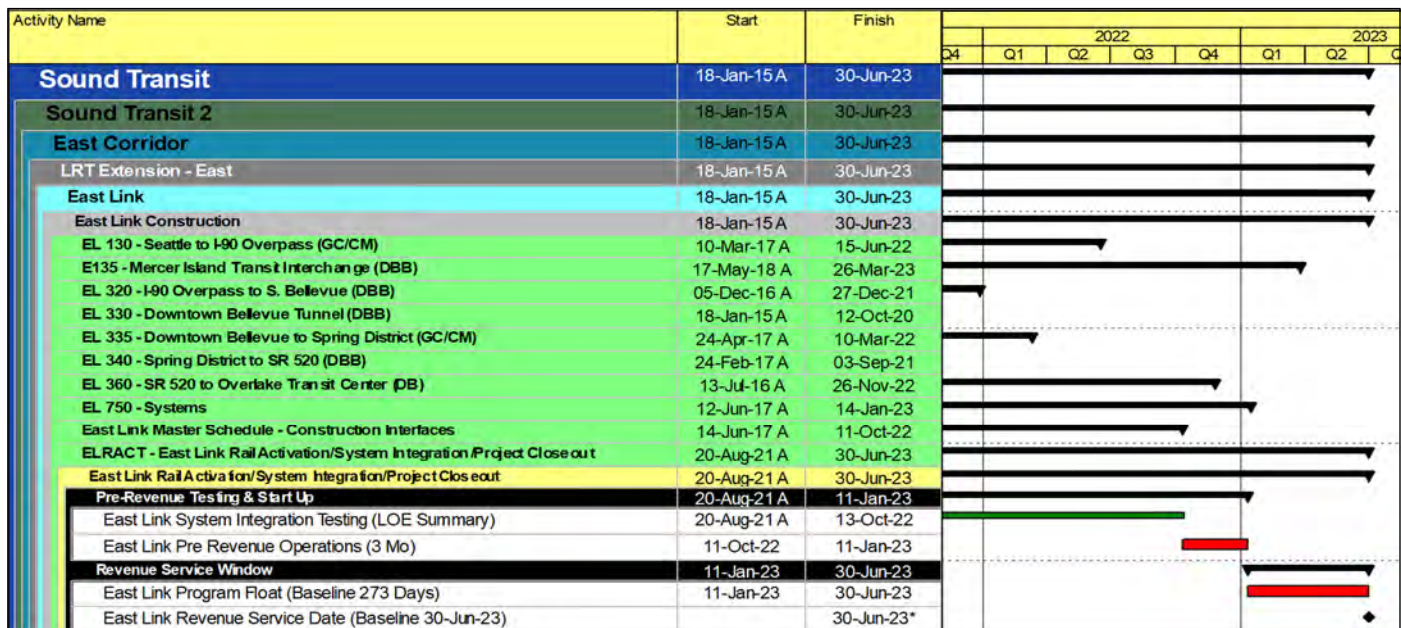
E335 continued finish work at E. Main & Bellevue Downtown Station; commissioning at Wilburton and in the tunnel.

E340 performed testing and punchlist, repair, and closeout work throughout the alignment.

E360 continued punchlist and repair work all along the alignment; continued RTS garage crack repair.

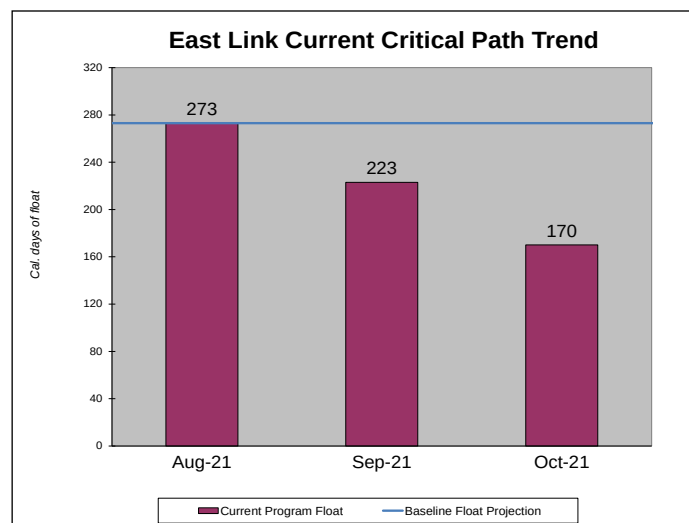
E750 continued installation of communications systems at most stations; set OCS poles, and strung messenger wire; set and tested several signal houses; continued local testing in multiple segments.

Work is forecast to complete in time to perform pre-revenue simulation as planned and open for Revenue Service by June 2023.



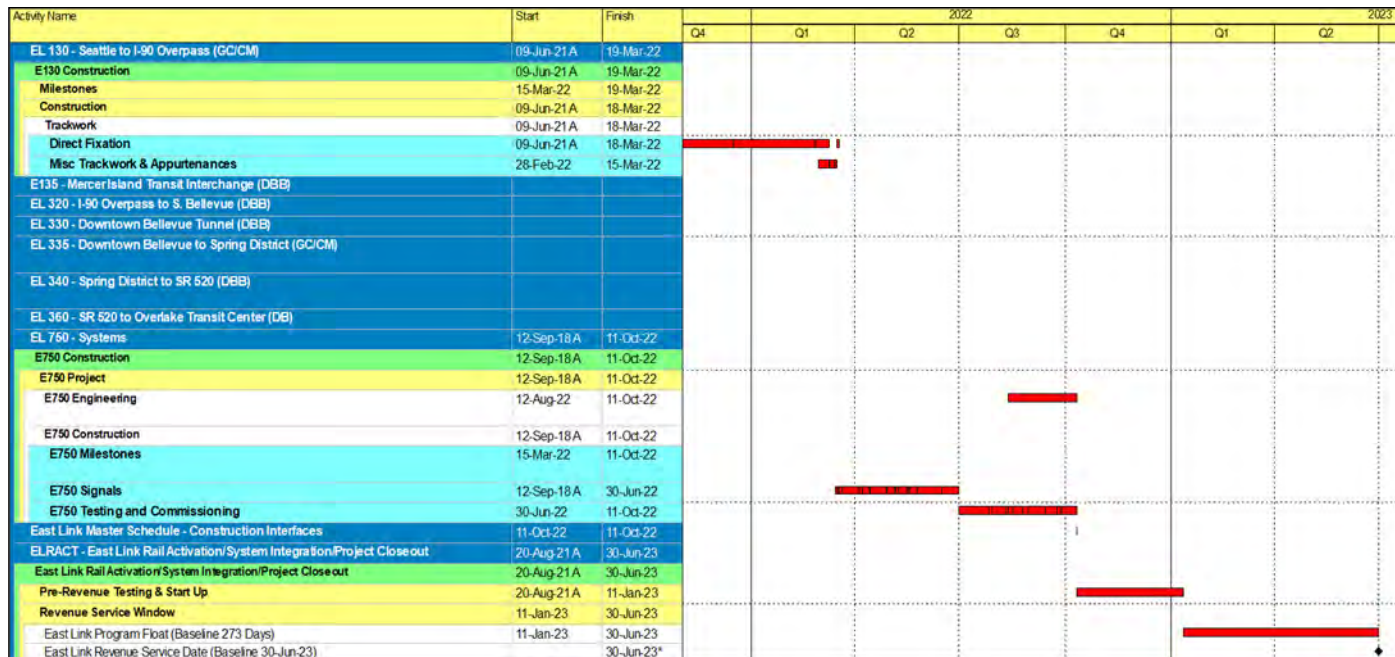
Project Float

East Link was baselined with 273 days of program float. Due to some non-conforming work on the E130 contract, the critical path for construction completion is currently forecast to use 103 days of project float. In the coming months, the post-construction path to revenue service will be refined, which may result in another reduction of float.



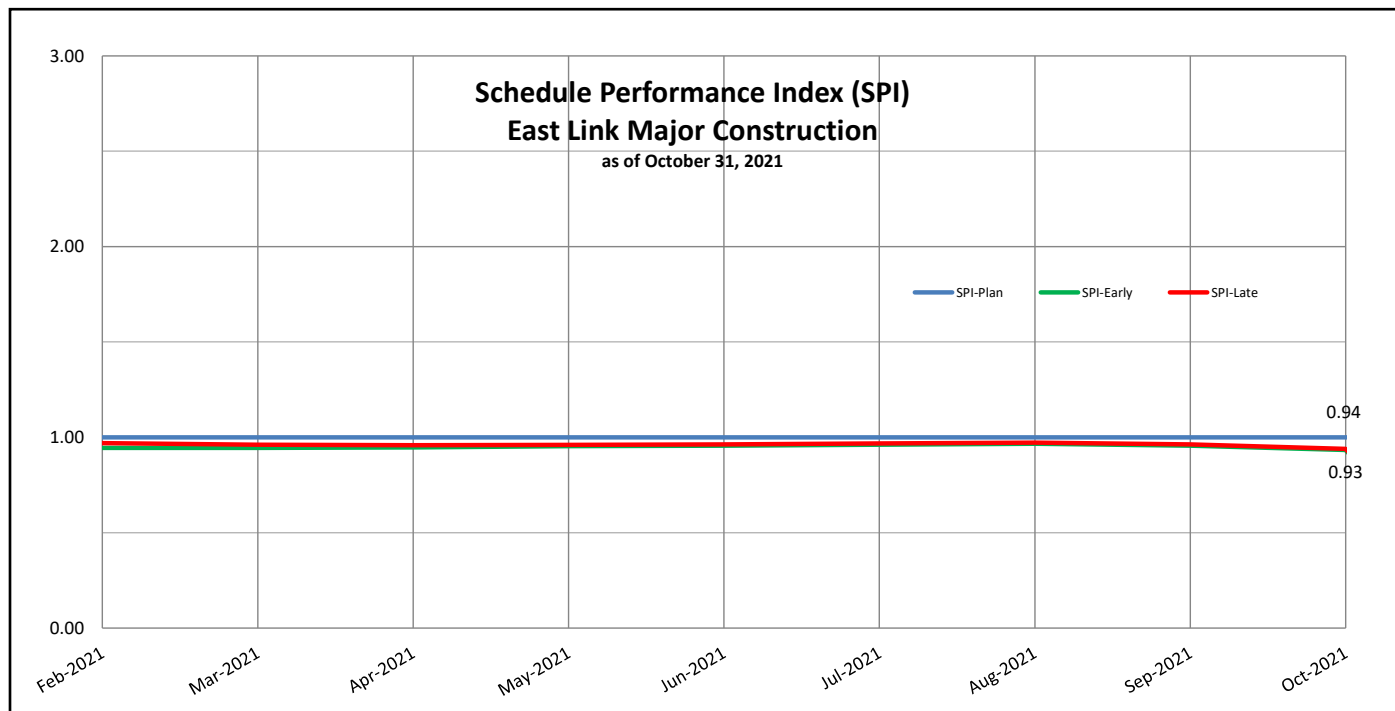
Critical Path Analysis

The East Link critical path this month continues to through track remediation on E130, which is holding up E750 access to complete OCS and signal installation. The extent of the repair work is still being determined, which may result in an even longer path to completion. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.



Schedule Performance Index

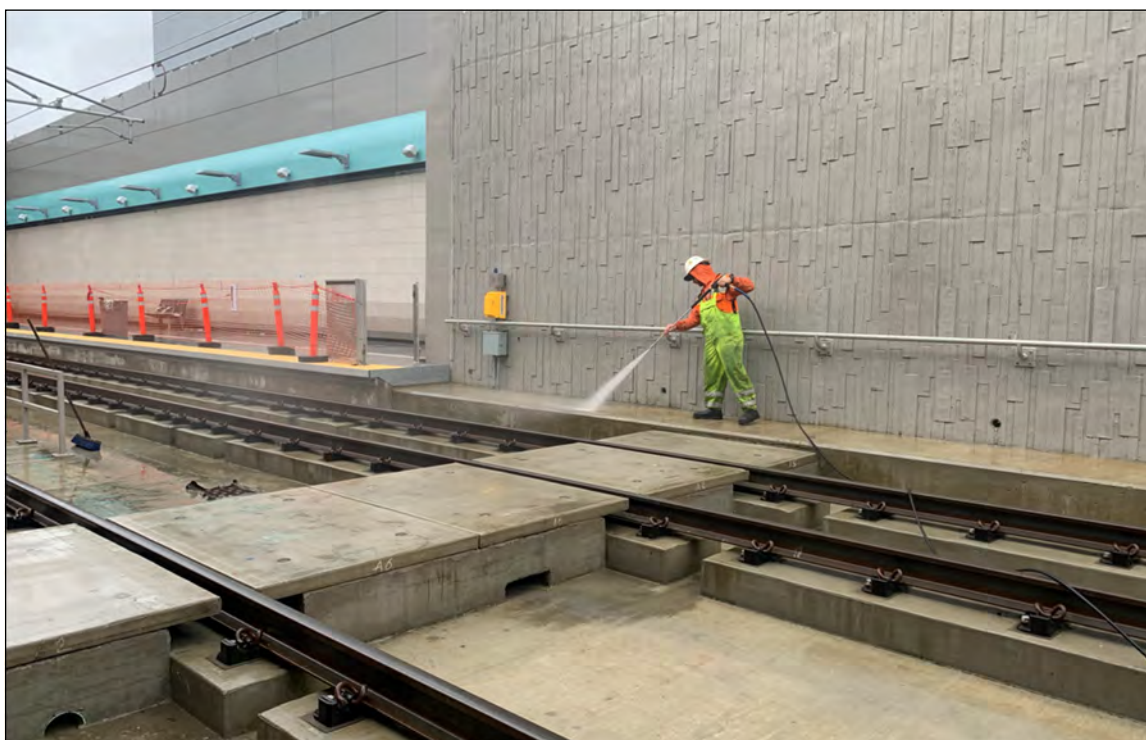
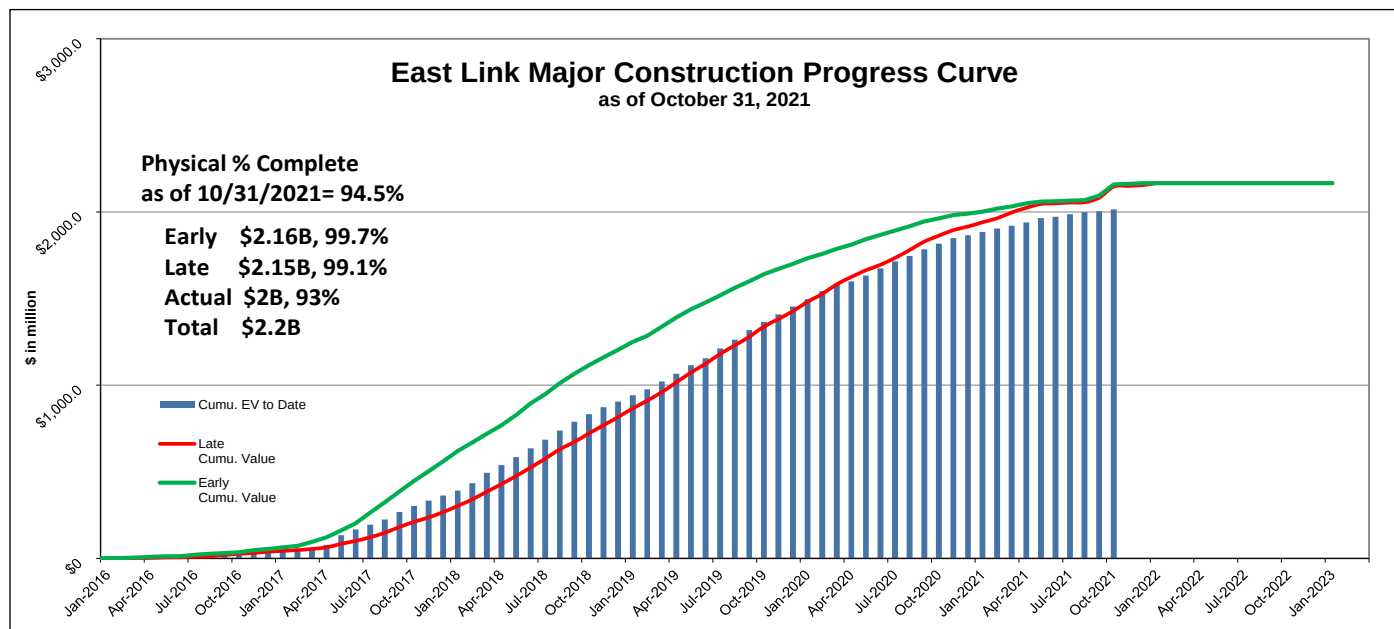
The Schedule Performance Index (SPI) for East Link's Major Construction Packages has declined slightly this month to 0.93 (early) and 0.94 (late), which reflects a slight revision to the calculation that better incorporates change order work, as well as downward adjustments to earned amounts for E130 (due to repair work) and E750 (due to credits from buyout packages).



Major Construction Progress Curve

The overall physical percent complete for East Link construction is 94.5%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. A revision was made to the calculation this month to better reflect change order work, which is visible in the early/late curves. The rate of progress is slowing slightly as all civil contracts are above 95% complete and most remaining work is repairs and closeout.



E335 Downtown Bellevue to Spring District: Power washing walkways at Spring District/120th St Station

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. While maintaining proper social distancing, communicated with numerous neighbors about upcoming major traffic changes. October's focus includes but not limiting to preparation of South Bellevue Parking Garage's November opening; continued notification of lane closures in the E335 segments (110th Ave NE, 112th and NE 6th); outreach on rail to ground testing and tracking of System Integration Testing and live wire testing.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are mostly complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining. The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
239	246	239	239	229	229
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2021. Consultants utilization, currently, are dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline and current overage is not indicative of budget overage. That said, longer than anticipated construction duration coupling with COVID-19 remaining a fluid situation, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	46.1	(6.7)
Consultants	91.5	156.5	65.0
TOTAL	144.3	202.6	58.3
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	5	90
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	1	24	293
Reported Near Mishaps	2	14	292
Average Number of Employees on Worksite	450	-	-
Total # of Hours (GC & Subs)	63,403	833,202	7,400,124
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.20	2.43
LTI Rate	0.00	0.00	0.41
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A – Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build].

Status: Completed and Closed.

E130 Seattle to South Bellevue – International District Station (IDS) modification, Retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E320 South Bellevue – One light rail station and a parking garage at South Bellevue P&R; aerial, at-grade and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: See following pages under Contract E320.

E330 Downtown Bellevue Tunnel – SEM Tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Accepted Issued on November 17th 2020.

E335 Downtown Bellevue to Spring District – Four light rail stations; aerial, at-grade and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red – One light rail station, aerial and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

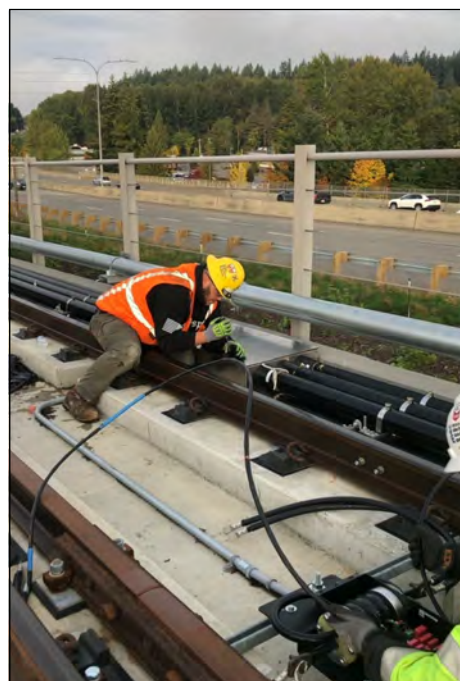
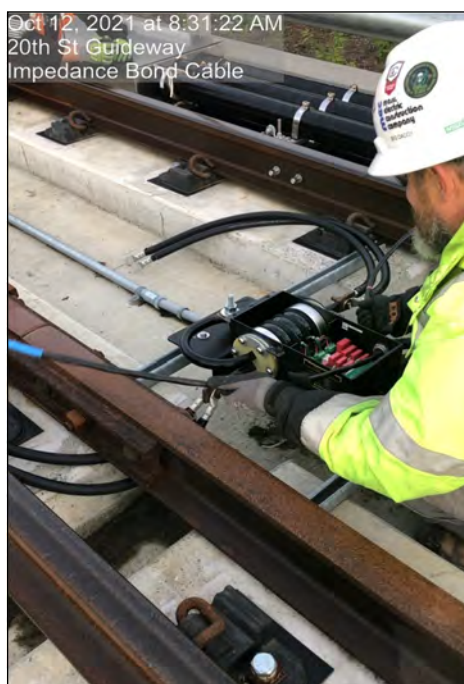
Status: See following pages under Contract E340.

E360 SR520 to Redmond Technology Station – Two light rail stations; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems – Light rail systems elements, including Traction Power Electrification, Overhead Catenary System, Train Signals and Communication System. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750



E750 Systems: Systems Installation - Installation of Impedance bond along the tracks.

Link Light Rail East Link Extension



Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

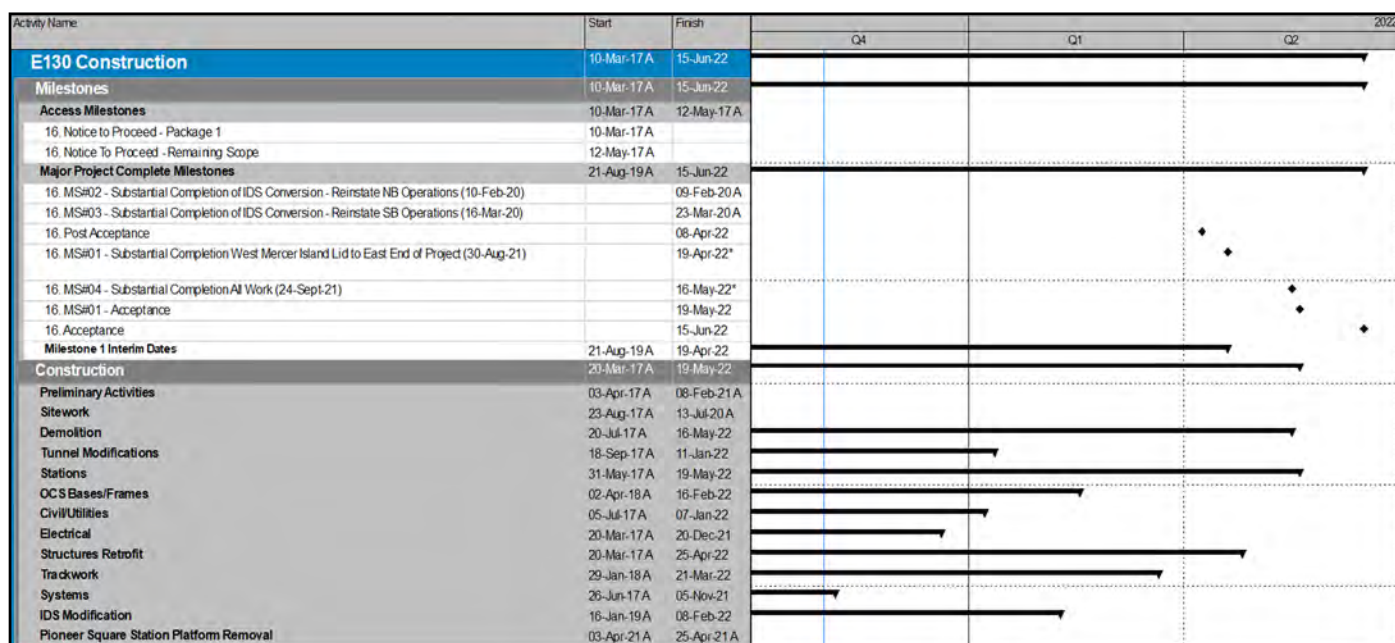
West Segment: Continue TPSS 2 power upgrade for HMM service requirements; ongoing punchlist and commissioning at JPS and MBT; progress non-conforming track plinth grout pad remediation

Center Segment: Continued sliding rail expansion joint work; advance fabrication of spare dual precast blocks; progress non-conforming track plinth grout pad remediation

East Segment: Continue 80th Ave clearing/grubbing for MITI early work; ongoing punchlist work at MI Station; progress non-conforming track plinth grout pad remediation

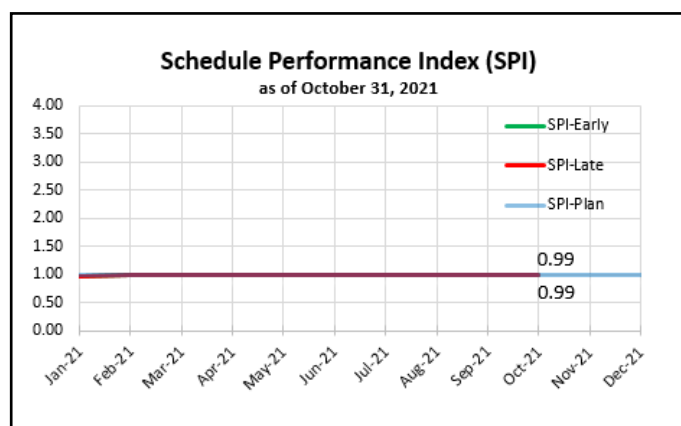
Schedule Summary

The October update forecasts an May 19, 2022, Substantial Completion date, 234 calendar days later than the contractual milestone date of September 24, 2021. Within the E130 contract schedule, the critical path is driven by track remediation scope on the floating bridge. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.



Schedule Performance Index

Through October, reported cumulative SPI (both early and late) is at 0.99. The E130 planned Substantial Completion (SC) for All Work (Milestone 4) is September 2021, although the contract now projects SC at Q2 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. Remaining work is primarily focused on track remediation scope, commissioning, and other punch list items.



Link Light Rail East Link Extension

Next Period's Activities

- **West Segment:** TPSS 2 service upgrade work; Rainier Ave sidewalk placement; continue plinth grout pad remediation
- **Center Segment:** Pontoon K Cathodic Protection rectifier power up; continue plinth grout pad remediation
- **East Segment:** Ongoing OCS blunt corner modification, center roadway; new tree planting at Shorewood Drive; continue plinth grout pad remediation

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- Direct COVID-19 impacts
- NCR mitigation timeline for track plinth grout pads
- IDS: rail grinding, Milestone 3 resolution

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$41,617,217
Current Contract Value*	\$705,649,030
Total Actual Cost (Incurred to Date)	\$697,328,546
Percent Complete	96.61%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$41,617,217
Contingency Index	1.3

* Contract Value excludes Betterments



Track plinth grout pad remediation, floating bridge west approach

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Complete utility conflict PSA work to remove/replace WSDOT j-box

Bellevue Way SE: Continue pin pile installation at Wall R14; ongoing maintenance of Trench Area B

S. Bellevue Sta./P&R: Advance L&I elevator inspections/corrections

Wye-to-East Main: Progress remaining landscaping activities; installation of fencing along 112th St

Track Work: Ongoing ballasted track pre-punchlist work; NCR remediation for S Bellevue station platform encroachment

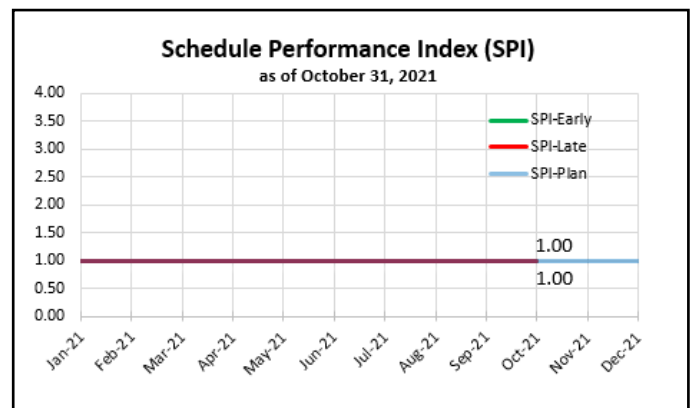
Schedule Summary

The October update forecasts a December 26, 2021, Substantial Completion date, 352 calendar days later than the contractual milestone date of January 8, 2021. Within the E320 contract schedule, the critical path is driven by commissioning at South Bellevue Station. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.

Activity Name	Start	Finish	2021 Q4
E320 Construction	05-Dec-16 A	26-Dec-21	
Milestones and Summary	05-Dec-16 A	26-Dec-21	
Contract Milestones	05-Dec-16 A	26-Dec-21	
Limited Notice to Proceed	05-Dec-16 A		
Notice to Proceed	13-Feb-17 A		
Milestone 3A - Clear & Grub Swaylocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A	
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A	
Milestone 4 - SIDA & SCADA Complete (NTP+1160D)		27-Feb-20 A	
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		01-Nov-21*	
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		15-Dec-21*	
Milestone 6 - Required Substantial Completion (NTP+1364D)		26-Dec-21*	
Construction-1	21-Apr-17 A	15-Dec-21	
Mobilization	21-Apr-17 A	16-Jul-18 A	
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	24-Nov-21	
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	15-Dec-21	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	08-Dec-21	
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	03-Nov-21	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	
Area F - Swaylocken Mitigation	23-Apr-18 A	21-Dec-18 A	

Schedule Performance Index

E320 base plan called for a Substantial Completion date of November 2020. The contract is now projecting a Substantial Completion of Q4 2021. At this final stage of the project, the SPI calculation tends to converge to an index of 1. South Bellevue Garage is effectively complete pending AHJ inspection. Remaining work includes rework on track issues that require remediation, landscaping, irrigation, commissioning, and miscellaneous punch list items. The Project Team continues to diligently monitor elements needed for completion.



Correction: Last month it was incorrectly messaged that this contract had reach substantial completion. This project has not reached substantial completion.

Link Light Rail East Link Extension

Next Period's Activities

- **I-90 Flyover:** Ongoing area maintenance
- **Bellevue Way SE:** Ongoing area maintenance
- **S. Bellevue Sta./P&R:** Continue elevator L&I inspections
- **Wye-to-East Main:** Continue remaining landscaping, planting at Area C & D
- **Track Work:** Continue station platform NCR remediation at S Bellevue P&R station

Closely Monitored Issues

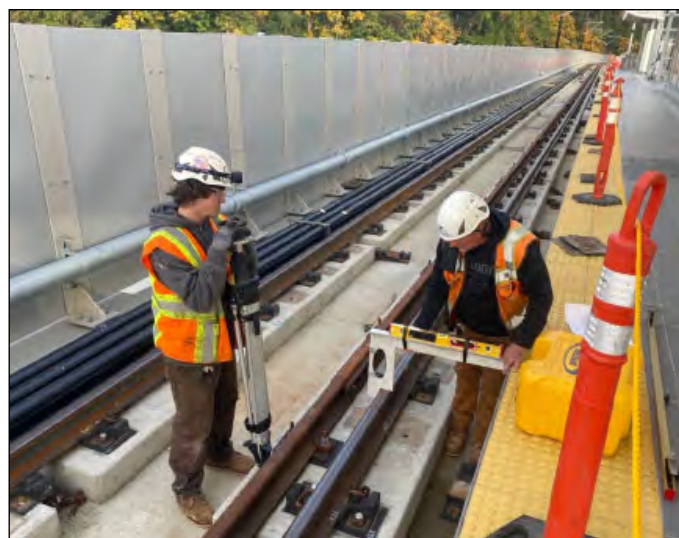
- COVID-19 impacts
- Resolution to Substantial Completion date
- E750 Contractor access



Cost Summary

Present Financial Status	Amount
E320 Contractor - Shimmick/Parsons JV.	
Original Contract Value	\$319,859,000
Change Order Value	\$11,330,463
Current Contract Value*	\$331,155,209
Total Actual Cost (Incurred to Date)	\$327,286,835
Percent Complete	98.46%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$11,330,463
Contingency Index	3.3

*Contract Value excludes betterments and START



Crews check corrections at S Bellevue P & R station platform

Progress Report Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

October | 2021



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



Auburn Station Parking and Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Auburn Station. The purpose of the project is to improve access to the existing Auburn Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Kent Station Parking and Access Improvements: Project includes alter natives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Kent Station. The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: This project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Station Access Improvements: Project includes environmental documentation, design, and construction of station access improvements at or around Sumner Sounder Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder Commuter Rail Program Overview



Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Auburn Station Access Improvement	\$12.6	\$6.8	\$4.5	\$12.6	\$0.0
Kent Station Access Improvements	\$16.8	\$8.0	\$5.6	\$16.8	\$0.0
Lakewood Station Access Improvement	\$2.0	\$1.4	\$1.1	\$2.0	\$0.0
Puyallup Station Access Improvements	\$79.1	\$71.2	\$54.4	\$79.1	\$0.0
Sounder South Capacity Expansion	\$17.4	\$5.1	\$4.0	\$17.4	\$0.0
South Tacoma Station Access Improvements	\$1.5	\$1.0	\$0.8	\$1.5	\$0.0
Sumner Station Access Improvements	\$17.8	\$16.2	\$13.0	\$17.8	\$0.0
Total	\$147.2	\$109.7	\$83.3	\$147.1	\$0.0

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Project Name	Start	Finish	2020					2021					2022			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
South Corridor	01-May-15	16-Apr-22														
Sounder Commuter Rail - South	01-May-15	16-Apr-22														
Station Access - South	01-May-15	16-Apr-22														
S300017 - Puyallup Station Access Improvements	01-May-15	16-Apr-22														

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

Current Progress

East Main Station: Completed skim coat walls, planting, installing way finder tiles and metal panels. Commenced installing doors, signage and lean rails. Continued Electrical commissioning. Commenced pouring the stairs and egress ramps at South Portal Electrical Building .

Bellevue Downtown Station (BDS): Placed concrete at far west planter walls, and completed irrigation installation, smoke screen glazing and glass main door access panels. Completed bench seat footings, 110th and 122nd Ave Overlay, final glazing at public stairs.

Wilburton Station: Continued HVAC, fire suppression controls, elevator and over head coiling door commissioning activities, metal panel installation on west side of escalator, guardrail and end gate installation at platform level. Commenced install soffit panels & trim on plaza level canopies, wall panels and windscreen trim at platform level.

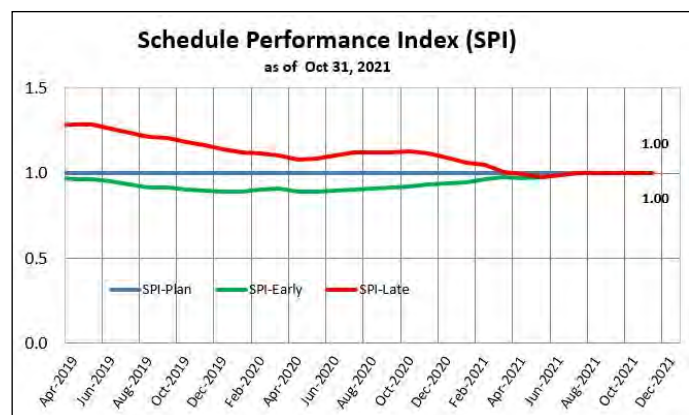
Schedule Summary

The October update forecasts a March 05, 2022, Substantial Completion date, 293 calendar days later than the contractual milestone date of May 16, 2021. Within the E335 contract schedule, the critical path is driven by tunnel commissioning. The E750 contractor has access to most work areas.

Activity Name	Start	Finish	Q4	Q1
E335 Construction	24-Apr-17 A	10-Mar-22		
Milestones	04-May-18 A	05-Mar-22		
Contract Milestones	30-Sep-18 A	05-Mar-22		
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A		
Milestone #2 - Complete SIFT's for Interface to SCADA		14-Jan-20 A		
Milestone #3 - Complete Trackway and Stations for Primary Systems Access- BTC to EOP (18-Jul-21)		09-Dec-21*		
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		03-Feb-22*		
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		03-Feb-22*		
Milestone #6 - Substantial Completion of all Work (16-May-21)		05-Mar-22*		
Calculated Milestones	04-May-18 A	20-Feb-22		
Mobilization	24-Apr-17 A	24-Apr-17 A		
Construction	24-Apr-17 A	10-Mar-22		
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	30-Nov-21		
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	27-Jan-22		
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	10-Mar-22		
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	04-Feb-22		
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A		
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	30-Nov-21		
Testing and Commissioning	01-Jun-20 A	02-Nov-21		

Schedule Performance Index

E335's base plan called for a Substantial Completion date of May 2021. The contract is now projecting a Substantial Completion of Q1 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. Remaining work on the contract are mostly due to delays at BDS and Wilburton stations, in addition, requirement to install inner duct and fiber in the tunnel impacted the wiring and termination of the mid-tunnel fans, and the follow-on commissioning. Project team is diligently monitoring completion.



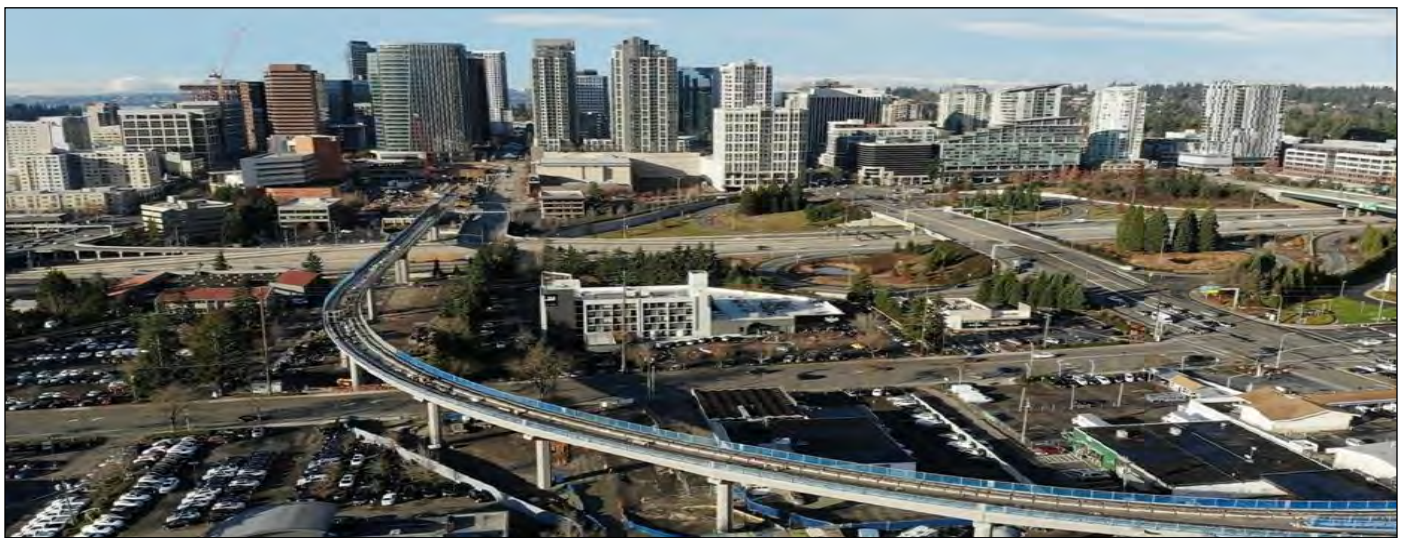
Link Light Rail East Link Extension

Next Period's Activities

- **BDS:** Install Guard Rails metal panel, lower level way finder tiles, surface level angle frames at bike shelters and wiring for elevators. Demolish and rework on drive way at City hall entrance on 112th Ave
- **Wilburton Station:** Continue install soffit panels & trim on plaza level canopies, wall panels and windscreen trim at platform level. Remove Temporary Fences at Wholefood.
- **120th Station:** Repair Curtain Walls and Concrete Punch list work, Label electrical Equipment, Final inspection.

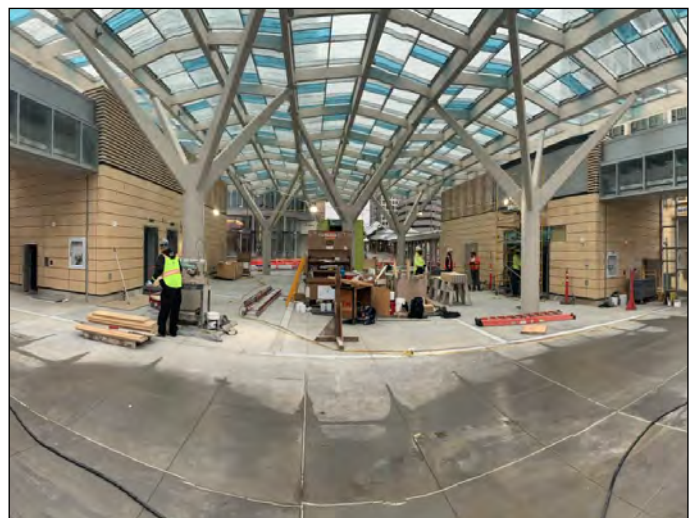
Closely Monitored Issues

- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- Contractor has confirmed the procurement of switchgear at BDS; however, the related delays continue to impact the project schedule and continue to impede E750 access. While permanent power has been connected to the switchgear and submittals have been returned to the Contractor for the transformer, snubber, and other associated equipment, various scopes or rework and red tag inspections continue to delay the schedule.



Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck/Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	\$393,798,210
Change Order Value	\$21,861,108
Current Contract Value	\$415,659,318
Total Actual Cost (Incurred to Date)	\$404,376,450
Percent Complete	99.01%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$21,861,108
Contingency Index	1.3



Bellevue Downtown Station– Surface level

Contract E340 – Bel-Red

Current Progress

Kelsey Creek Mitigation Area: Install open rail fence wetland signs, chain link fence, and planting.

Aerial Guideway: Conduct preliminary direct fixation track alignment walkthrough.

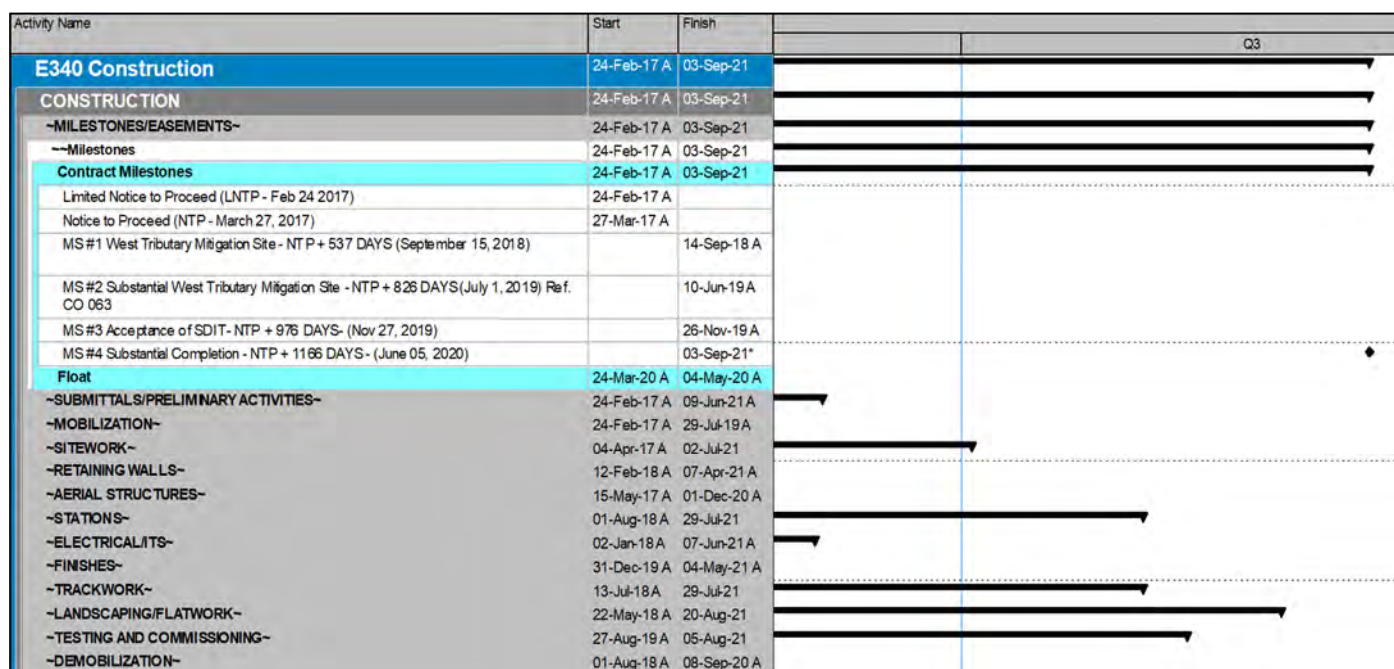
130th Ave Station: Address station punch list. Investigate hydrant flow issue. Replace plant material.

136th Ave: Place and grade ballast along ballasted track. Replace plant material.

System Scope: Install system conductors along the Guideway.

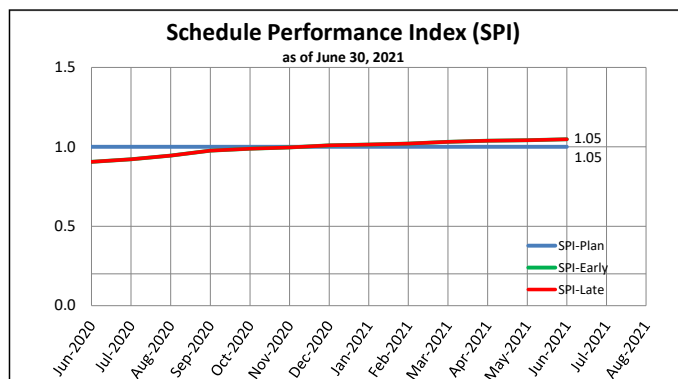
Schedule Summary

The June update forecasts a September 03, 2021 Substantial Completion date, 456 calendar days later than the contractual milestone date of June 05, 2020. Subsequent updates have not yet been received; contractor is working on remediation to complete rail-to-earth testing. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.



Schedule Performance Index

E340's base plan called for a Substantial Completion date of June 2020. The contract is now a year past the plan date. At this stage, the SPI calculation has a mathematical tendency of convergence to an index of 1 at late stage project. Remaining work in E340 are limited to the lower costs close-out scope including commissioning work and punch lists. The project team is diligently monitoring completion despite Contractor being late with their schedule submittal.



Link Light Rail East Link Extension

Next Period's Activities

Kelsey Creek Mitigation Area: Install mitigation plant material, fence, and signs.

130th Ave Station: Conduct rail-to-earth and pour back repair areas. Conduct punch list paving work. Address station punch-list items. Commission switchgear.

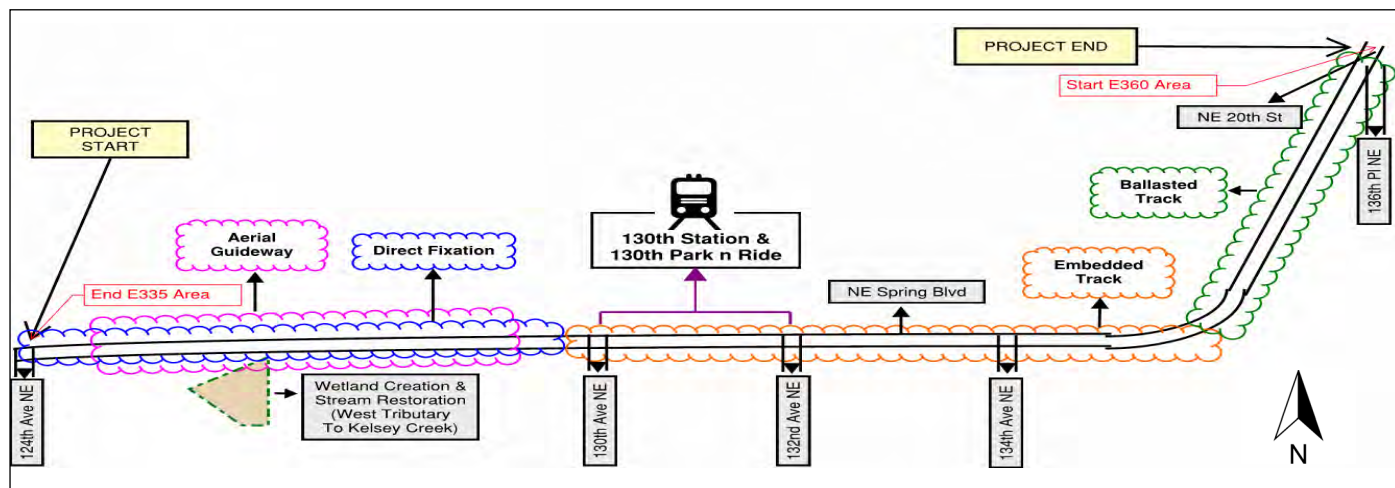
136th Ave: Conduct ballasted track alignment walkthrough.

System Scope: Install system conductors along the Guideway.

Closely Monitored Issues

- There are non-compliant track in various stages of construction. Sound Transit is monitoring contractor's corrective method action plan to bring the rail alignment back within specified tolerances.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor needs to work out an agreement with the property owners where extensions are not granted and work has not been completed.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$7,945,425
Current Contract Value	\$101,115,437
Total Actual Cost (Incurred to Date)	\$97,461,303
Percent Complete	97.9%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$7,945,425
Contingency Index	1.76



System Contractor installed conductors at crossing gates at 132nd Ave facing east.

Contract E360 – SR 520 to Redmond Technology Station (RTS)

Current Progress

Design: Notice of Design Change work includes Sweeper Site Access Road and Redmond Technology Station Garage.

Construction:

- Work Area (WA)#1: Park Place and Sweeper Site Vaults punchlist work is ongoing.
- WA #2: Aerial Guideway punchlist work advancing.
- WA #3/4: Overlake Village Station punchlist and NCR repair work progressing.
- WA #6: Redmond Technology Station punchlist and NCR repair work continues. Garage formwork, column rebar, level 2 concrete placement, and pier 20/21 footing concrete placement.
- WA #7: OVS Ped Bridge paperclip stairs finishes, handrails adjusted on bridge & stairs, and sand blasting of decorative concrete panels.

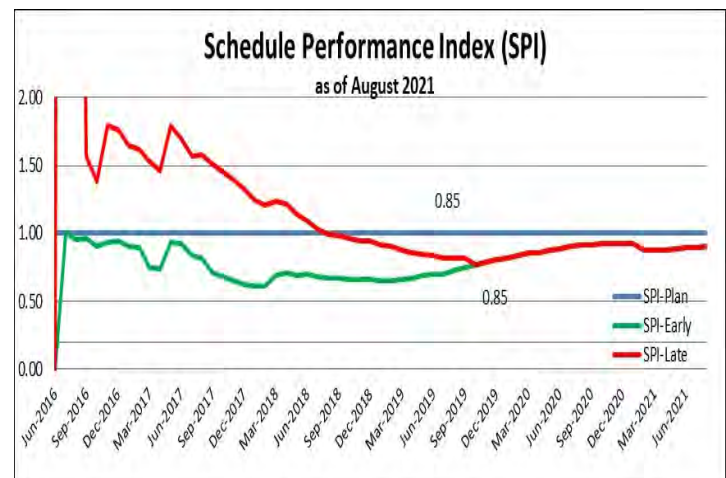
Schedule Summary

The October update forecasts an October 27, 2022, Substantial Completion date, 818 calendar days later than the contractual milestone date of July 31, 2020. Within the E360 contract schedule, the critical path is driven by repairs to the RTS garage. E750 has been granted access to all critical work areas.

Activity Name	Start	Finish	2022				
			Q4	Q1	Q2	Q3	Q4
E360 Construction	13-Jul-16 A	28-Oct-22					
Base Contract	13-Jul-16 A	28-Oct-22					
Design	13-Jul-16 A	11-May-21 A					
Construction	13-Jul-16 A	28-Oct-22					
General	13-Jul-16 A	27-Oct-22					
Project Milestones	13-Jul-16 A	27-Oct-22					
Notice to Proceed	13-Jul-16 A						
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A					
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A					
Milestone 3B Substantial Completion (31-Jul-2020)		27-Oct-22*					
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A					
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A					
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A					
WA #4 - Overlake Village Station	14-Jul-16 A	24-Nov-21					
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A					
WA #6 - Overlake Transit Center	01-May-17 A	12-Sep-22					
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A					
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	28-Oct-22					

Schedule Performance Index

E360 base plan called for a Substantial Completion date of July 2020. The contract is now projecting a Substantial Completion of Q4 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. The lagging in the SPI is primarily due to the impasse on the commercial resolution of the deleted RTS Pedestrian Bridge work that is still part of the EV plan. Also, the Substantial Completion has been held back due to the necessity of the partial rebuild of the RTS Garage. Remaining EV work on the contracted work ranges commissioning to miscellaneous punch list. Project team are diligently monitoring completion and Systems have access to this segment of their work.



Link Light Rail East Link Extension

Next Period's Activities

- **WA #1:** Park Place and Sweeper Site Punchlist
- **WA #2:** Aerial Guideway punchlist work
- **WA #3/4:** Punch list work/NCR Repair Work
- **WA #5:** All major construction work complete
- **WA #6:** Punch list items. RTS Garage Repair Work
- **WA #7:** Pedestrian Bridge stair finishes and sand blasting.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb weather events
- RTS Garage Repair
- Milestone 3A and 3B delays
- COVID Impacts

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$9,742,989
Current Contract Value	\$235,079,077
Total Actual Cost (Incurred to Date)	\$214,981,211
Percent Complete	95.30%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$9,742,989
Contingency Index	2.2

Excludes Betterment



WA 6— RTS Garage Rebar for Level 2 to 3 Ramp Beam

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

The E750 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed cable, devices, radio equipment at E130 and E360 civil segment. Installed Comm House at E360 Civil Segment.
- Installed equipment, install FO signal and testing at E360 civil segments.
- Installed OCS equipment and wire at E130 and E360 civil segment.
- House prep work and installing wire at E360 civil segment.

Schedule Summary

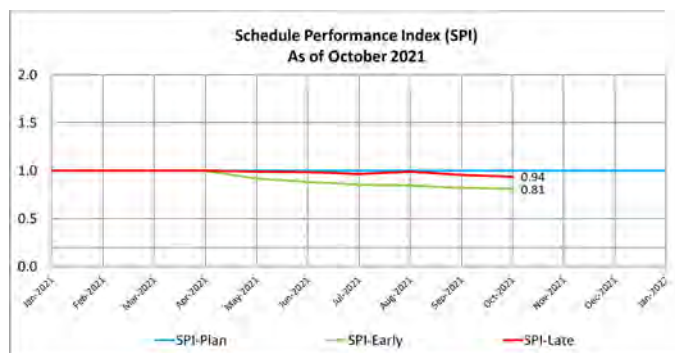
The October update forecasts a December 08, 2022, Substantial Completion date, 192 calendar days later than the contractual milestone date of May 30, 2022. Currently, the critical path is driven by track handover from the E130 contractor. ST and the contractor are actively working to mitigate delays in access to critical work areas.

Activity Name	Start	Finish	2022				
			Q4	Q1	Q2	Q3	Q4
E750 Construction	12-Jun-17 A	13-Jan-23					
General	12-Jun-17 A	12-Jun-17 A					
Key Dates	12-Jun-17 A	12-Jun-17 A					
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A						
E750 Project	11-Jul-17 A	13-Jan-23					
E750 Engineering	11-Jul-17 A	11-Oct-22					
E750 Construction	12-Sep-18 A	13-Jan-23					
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A					
E750 Milestones	12-Mar-19 A	08-Dec-22					
E750 Project Milestones	30-Apr-21 A	12-Jan-22					
E750 Access Dates	12-Mar-19 A	22-Mar-22					
E750 Contract Milestones	09-Feb-20 A	08-Dec-22					
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A					
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A					
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		01-Nov-21*					
MS#08 East Link: Limited systems, Redmond Techtransit center parking garage (CCTV, Tele) (09/30/21)		18-Jul-22*					
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		11-Oct-22*					
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		08-Dec-22*					
E750 SCCRIM	25-Jan-19 A	17-Nov-21					
E750 OCS	14-Feb-19 A	20-Apr-22					
E750 Traction Power/ Substations	01-Oct-18 A	21-Apr-22					
E750 Signals	12-Sep-18 A	30-Jun-22					
E750 Communications	13-Nov-18 A	24-Jan-22					
E750 Radio	28-Jan-19 A	18-Jul-22					
E750 SCADA	13-Apr-22	14-Apr-22					
E750 Trunk Fiber	19-Dec-18 A	03-Jan-22					
E750 Testing and Commissioning	14-Aug-20 A	13-Jan-23					

Schedule Performance Index

Performance is for October 2021. The SPI-Early is 0.81 and SPI-Late is 0.94. The SPI index indicates the contractor is behind early planned work and is starting to somewhat slip on the late plans compared to the baseline plans.

The lagging is due to challenges in expected access to civil segments, especially with E130 and access to the floating bridge as well as the contractor's own delays in procuring long-lead items. The ELE team continues to monitor and is evaluating various mitigation option should the late plans continue to slip future.



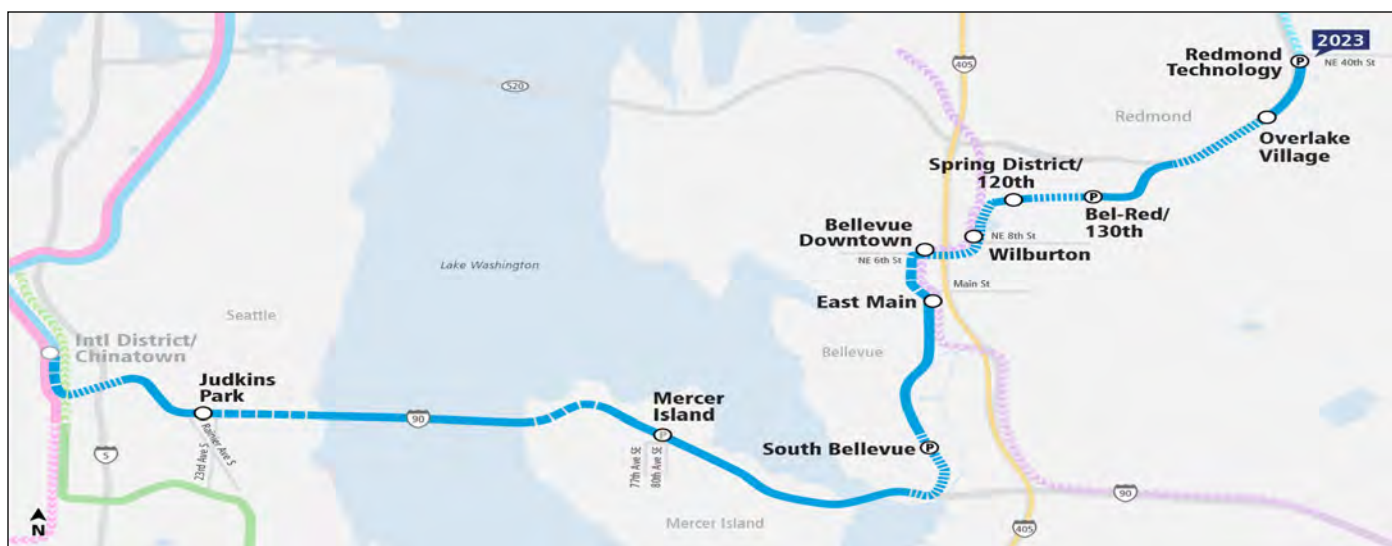
Link Light Rail East Link Extension

Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing.
- Ongoing installation of OCS cabling and pole installation throughout the alignment.

Closely Monitored Issues

- Monitoring conduit handover from civil to systems contractor; mitigation steps have been taken to survey all conduits and to work closely to rectify the situation.
- Civil contractors are currently reporting some form of delay or partial completion on the System Access Dates.
- Contractor's labor ramp up is insufficient to meet the planned construction activities. The planned to actual labor ramp up is being monitored.
- COVID-19 impacts continue are being monitored.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$(3,111,006)
Current Contract Value	\$252,657,121
Total Actual Cost (Incurred to Date)	\$173,592,755
Percent Complete	76.2%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$(3,111,006)
Contingency Index	-2.94

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents E750 Systems only.*



Installation of communication equipment at Judkins Park Station.

Link Light Rail

Everett Link Extension

Project Summary

Scope

Limits The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and Everett Station.

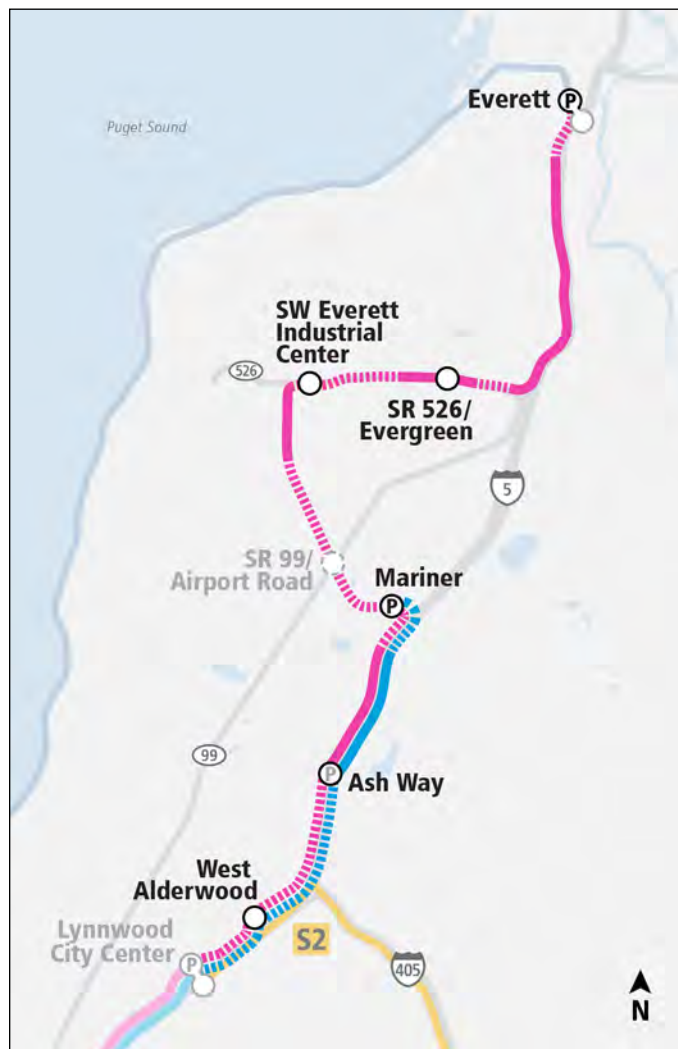
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget \$185 Million (Project Development—Phase 1 Alternatives Development)

Schedule Target Dates:
SW Everett Industrial Station, 2037
Everett Station, 2037
Parking at Mariner & Everett, 2046



Map of Everett Link Extension

Key Project Activities

- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding Alternatives Development process.

Link Light Rail Everett Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In October 2021, \$0.73M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$34.2	\$2.8	\$2.6	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$14.9	\$5.8	\$125.5	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$13.2	\$0.4	\$0.1	\$13.2	\$0.0
Construction	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$11.1	\$0.3	\$0.2	\$11.1	\$0.0
Total	\$185.0	\$19.0	\$9.3	\$185.0	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
60 Row, Land	\$10.0	\$0.3	\$0.2	\$10.0	\$0.0
80 Professional Services	\$157.9	\$18.1	\$8.5	\$157.9	\$0.0
90 Unallocated Contingency	\$16.1	\$0.0	\$0.0	\$16.1	\$0.0
Total (10 - 90)	\$185.0	\$19.0	\$9.3	\$185.0	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The most recent Quarterly Risk Review Workshop was held in Sept 2021. The following are the top project wide risks:

- ST3 estimate did not account for all potential capital component and programming needs.
- Unknown engineering challenges over lengthy and varied geography.
- Unknown ROW needs at current level of planning/design.
- Site selection for OMF North and consensus with partners may be challenging.

Project Schedule

The Board of Directors announced their realignment decision in August. A target date for the extension to SW Everett Industrial Station has been set for 2037. The extension to Everett Station has a target date of 2037. Parking at Mariner and Everett has a target of for 2046. ST is currently making schedule adjustments in accordance with this direction, a schedule graphic will be provided in a future update.

Community Engagement

- Community Conversation with Washington Alliance for Better Schools
- Active online engagement site with updated schedule information and interest form for Community Advisory Group recruitment.
- Outreach with key stakeholders for Community Advisory Group recruitment.
- Closed Community Advisory Group interest form after 30 days and received 124 interest forms.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding upcoming Early Scoping period.
- Presentation with Community Transit and WA Ferries to Leadership Snohomish County on transit integration and the north corridor. Included update on Everett Link Extension project.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to continue thru the end of 2021 in accordance with the consultant schedule extension and ST realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	9.6	(8.9)
Consultants	34.0	16.6	(17.4)
TOTAL	52.5	26.2	(26.3)

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
M2021-62	Contract Modification with Kimley-Horn & Associates, Inc. authorizing the CEO to increase the contract amount for the Everett Link Extension & Operations & Maintenance Facility North project for Phase 1 Alternatives Development in the amount of \$934,000 for work to fulfill the agreement for the Federal Transit Administration's Transit-Oriented Development Pilot Program grant, for a new total authorized contract amount not to exceed \$16,806,847.	10/14/2021

Link Light Rail Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent/Des Moines, South 272nd Star Lake Park-and-Ride and the Federal Way Transit Center
Systems	Signals, traction power, and communications (SCADA)
Phase	Final Design/Construction
Budget	\$2.451 Billion (ST Baseline Sep 2018)
Schedule	Revenue Service: December 2024



Map of Federal Way Link Extension

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of FWLE section.
- Sound Transit and the Contractor are working on potential modifications to environmental permits to allow construction for the solution to the liquefaction area at Structure C.
- Sound Transit and WSDOT are partnering to expedite an amendment to the existing TCAL for Structure C to facilitate a construction solution. This amendment is a high priority for Sound Transit and WSDOT to ensure the project schedule is not impacted. TCAL amendment is anticipated for completion next period.
- Advanced Utility Relocation work by others is anticipated to be completed by end of 2021.
- Traffic Mitigation Final Design contract is pending execution. NTP anticipated next month.
- Project team continued coordinating utility relocations that are necessary to avoid conflicts with Kiewit's drill shaft work.
- Project site wide Safety audit is scheduled next period.
- An independent environmental audit was completed. All findings/observations are actively being addressed.
- FTA quarterly was held; FTA is reviewing the updated PMP.

Link Light Rail Federal Way Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately \$29.3M was incurred this period of which \$1.3M incurred was for Right-of-Way; \$1.8M incurred for Construction Services; \$24.9M for Construction phase comprised mainly of \$23.4M for F200 Design Build construction contract and \$1.4M for Utility Relocation by Others. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect \$2.45B.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$96.5	\$96.5	\$35.7	\$36.0	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.1	\$49.0	\$0.0
Final Design	\$3.1	\$3.1	\$1.4	\$1.1	\$3.1	\$0.0
Construction Services	\$107.0	\$107.0	\$97.2	\$45.9	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$24.9	\$12.5	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,402.8	\$578.0	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$210.2	\$208.8	\$338.8	(\$0.0)
Total	\$2,451.5	\$2,451.5	\$1,817.7	\$927.4	\$2,451.5	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$451.1	\$395.2	\$141.4	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$296.3	\$95.8	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.5	\$4.2	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$469.9	\$195.1	\$649.0	(\$57.5)
50 Systems	\$153.8	\$170.4	\$116.1	\$41.6	\$150.8	\$19.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,289.0	\$478.1	\$1,651.9	(\$129.5)
60 Row, Land	\$341.6	\$338.8	\$210.2	\$208.8	\$338.8	\$0.0
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$514.4	\$318.6	\$240.5	\$294.1	\$120.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$165.1	\$8.9
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,817.7	\$927.4	\$2,451.5	\$0.0

Note: The tables above represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of \$3.1B are not shown.

Link Light Rail Federal Way Link Extension

Contingency Management

The Federal Way Link Extension project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$419M.

Design Allowance (DA) has been used and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC remained unchanged.

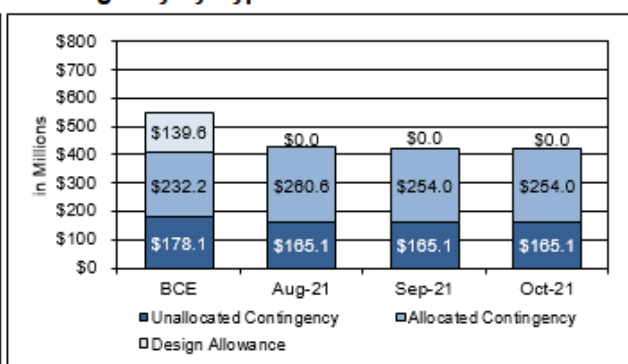
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC has remained unchanged.

Contingency Status (Monthly)

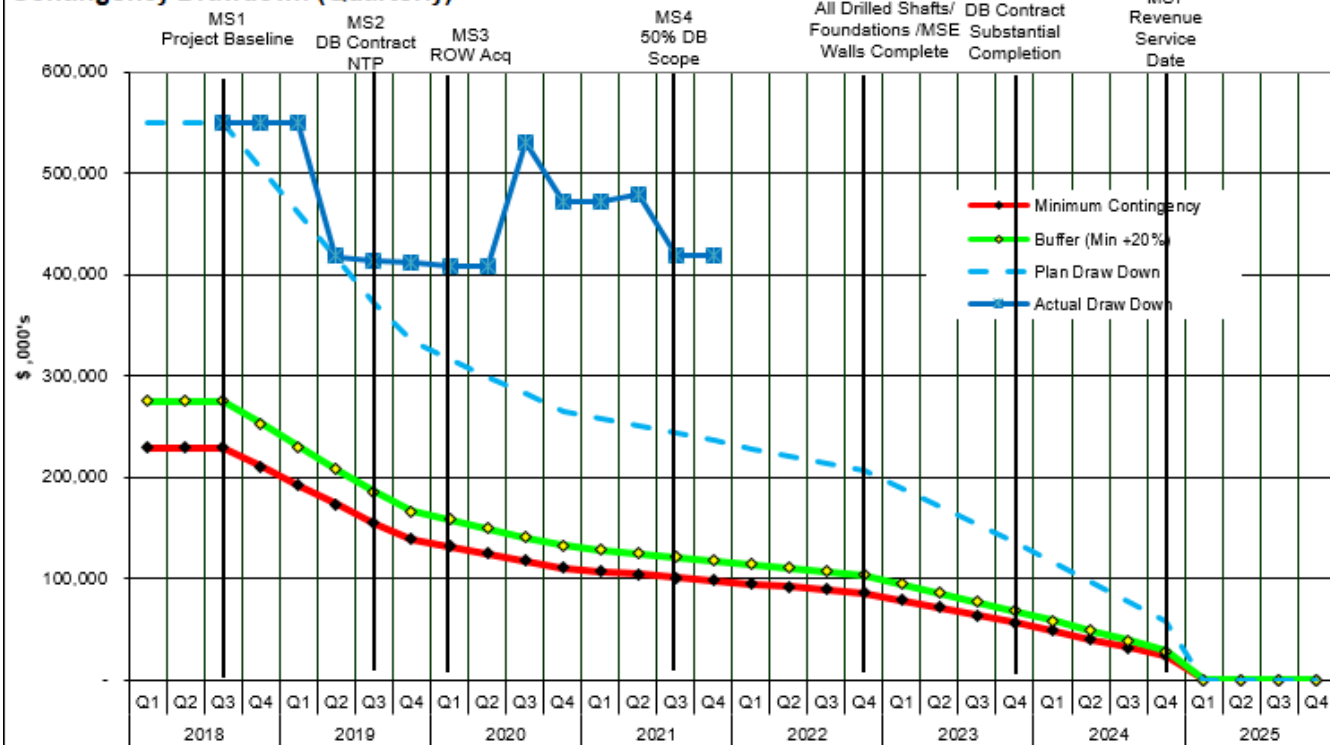
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$254.0	16.7%
Unallocated Contingency	\$178.1	7.3%	\$165.1	10.8%
Total:	\$549.9	22.4%	\$419.0	27.5%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks.

Below are the top project risks:

- Final commissioning overlap for DRLE, LLE, and FWLE may constrain resources and result in delays to Final Acceptance.
- Liquefaction zone identified at Structure C and design solution could result in additional cost & schedule impacts.
- Design and construction change requests are not implemented in a timely manner, causing cost and schedule impacts, and/or are implemented in a manner that deviates from Operational requirements and reliability standards.
- PSE substation damage from storm event is hindering Kiewit outage requests that could impact cost and schedule.
- PSE easements may cause delays of utility work.
- Limited resource availability (L&I inspectors) to achieve Gold Seal certification, may be delayed thus impacting RSD.
- Drainage design with co-mingling at Pond E and other locations creates NPDES and other permitting hurdles, affecting decision making and construction schedule delays.
- PSE may request reimbursement to upgrade their electrical grid outside of known scope identified, impacting project budget and construction schedule.
- Items may be needed at the end of construction above current expectations and scope, impacting construction progress.
- Operational deficiencies may arise after Revenue Service.



WA 3.8 FWTC Crane Demobilization



WA 3.1 MSE Wall 1227 Progress

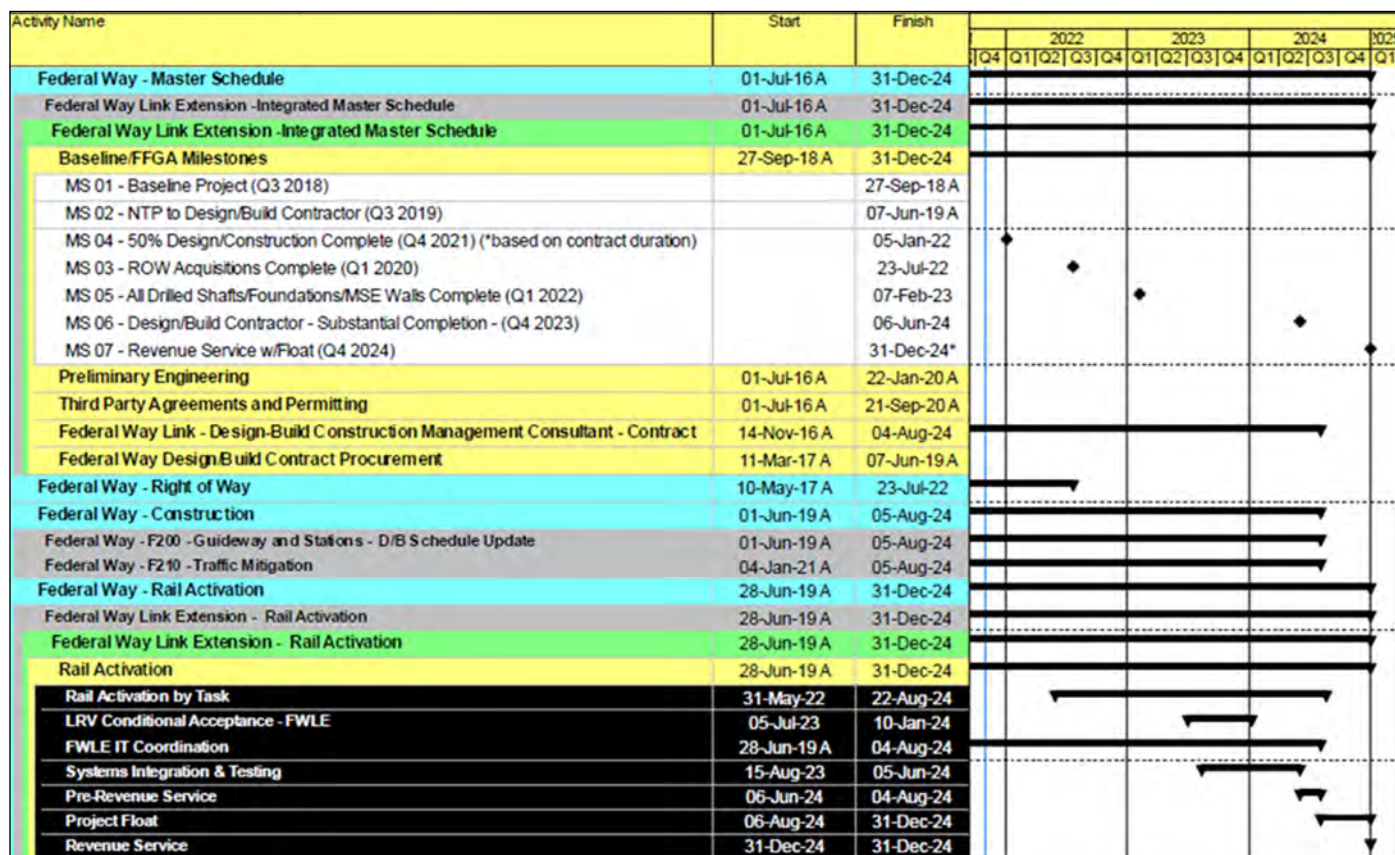
Link Light Rail Federal Way Link Extension



Project Schedule

Weighted percent complete of the major construction contracts is calculated at 42.2%

The project schedule is presented below. Right-of-Way acquisitions are nearly complete. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. Construction NTP was issued in early May 2020. FWTC re-design change order was approved by the ST Board in April. ST project float contingency was reduced to 148 days now that FWTC CO is endorsed. Revenue Service remains on schedule for Q4 2024.

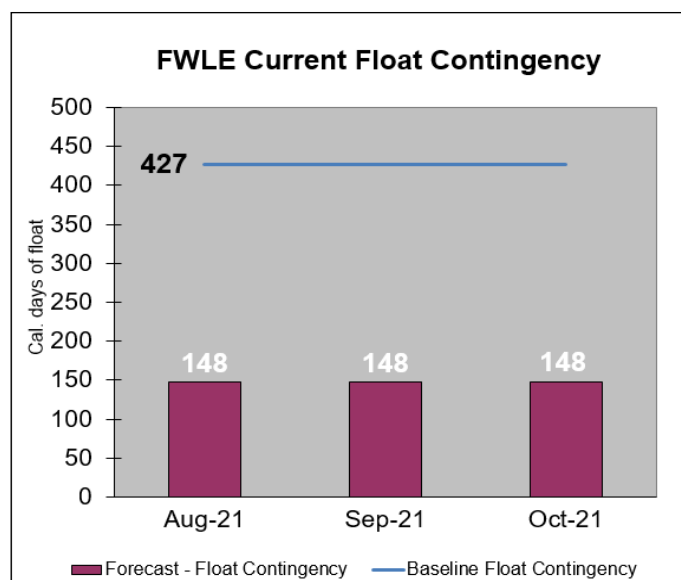


Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 148 calendar days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024.

Schedule pressure from CO 054 (FWTC), ST design revisions for FWTC required the reduction of project float contingency and the use of all 30 days of owner controlled float in the F200 contract.

The schedule is being monitored closely for any further schedule delays or impacts.



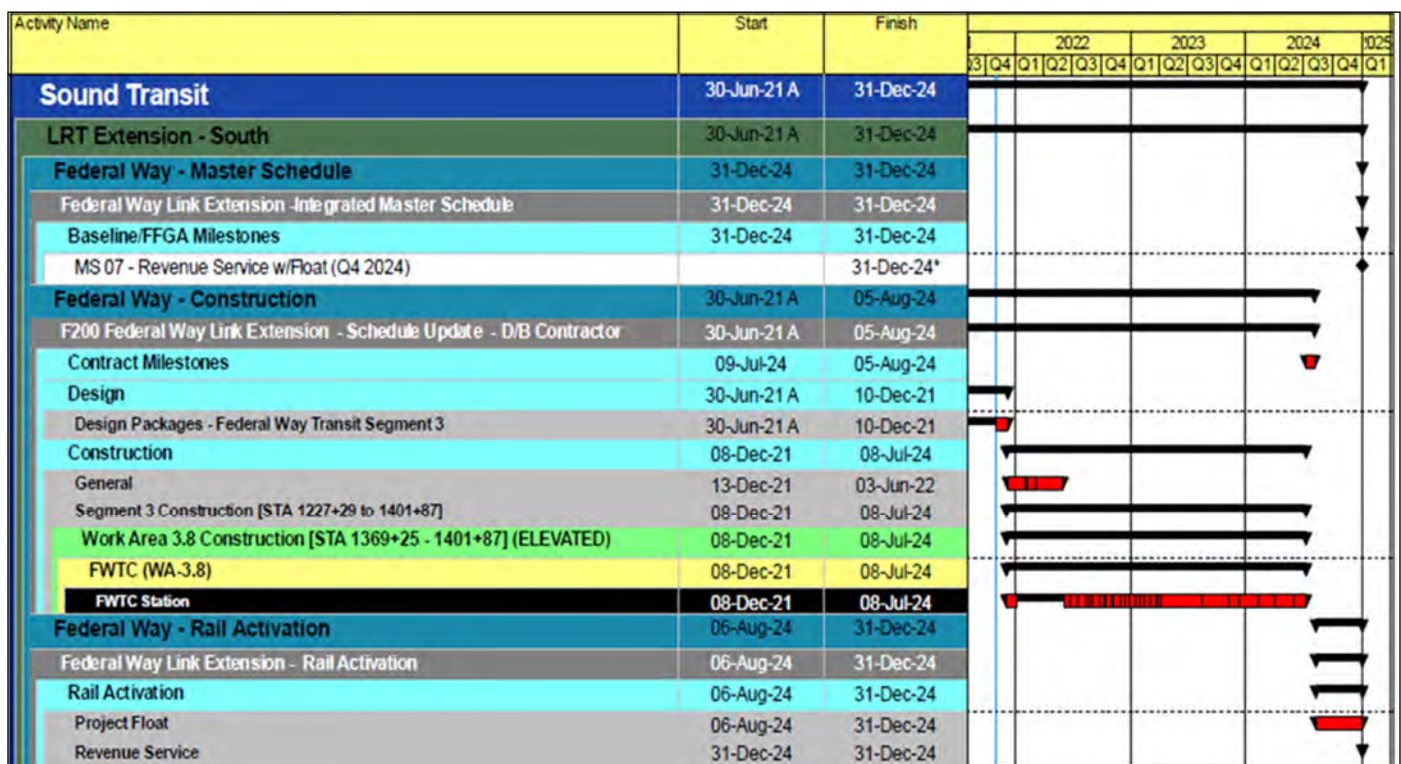
Link Light Rail Federal Way Link Extension



Critical Path Analysis

The critical path to Revenue Service commences with FWTC design, structural procurement and steel erection at FWTC station. The change order for FWTC redesign has been incorporated in the schedule and was approved by ST Board in April. Negotiations were completed and was signed by both parties in July. Kiewit is showing F200 Milestone #5 Final Acceptance as August 5, 2024 for completion of the project. Structure C redesign impacts were included this month and are now near critical path activities and will be monitored closely.

A secondary critical path that is being monitored closely is the KDM station platform concrete installation to FWTC station platform concrete installation. This work is near critical due to limited crew availability from the contractor and is seeing delays due to procurement and production issues. We will continue to work with Kiewit regarding the addition of additional detail in the schedule. Please note that the F210 Traffic Mitigation contract has been incorporated and is expected to also be completed in August of 2024. We are working with the team to identify the criticalness of this work.



Right-of-Way

Acquisitions for a range of property interests, includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The ROW status for this period is summarized in below table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
259	353	345	312	441	432
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

Terminology: Total Acquisitions is defined as only parcels (recognizing only land not owners). Board Approved based on parcels and properties (multi-unit acquisitions). Relocation numbers are the number of affected individuals.

Community Engagement

- Provided notifications to numerous residents long the alignment of upcoming night work and work hour variances.
- Participated in and sponsored the Communities in Schools breakfast for Federal Way and Highline.
- Continued business relations activities with affected businesses, including production of videos highlighting several.
- Worked with a local marketing firm to improve SEO (Search Engine Optimization) for local businesses. This has led to an increase in page views, map requests and foot traffic to affected businesses.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall the project FTE is 16.5 above the staffing plan for this period. DBPM Services is over plan as they address Design-Build contractor activities for change management, design and major construction oversight that involves drill shafts, demo, utility relocations and various civil site work throughout the alignment. ST staffing is trending approximately 11.5 under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	32.4	(11.5)
Consultants	57.3	85.3	28.0
TOTAL	101.2	117.7	16.5
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Federal Way Link Extension



Construction Safety

Data/ Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	4	4
Days Away From Work Cases	0	1	1
Total Days Away From Work	0	2	2
First Aid Cases	1	7	10
Reported Near Mishaps	1	4	6
Average Number of Employees on Worksite	549	-	-
Total # of Hours (GC & Subs)	61,696	469,248	690,180
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.70	1.16
Lost Time Injury (LTI) Rate	0.00	0.43	0.29
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

F200 Design Build Contract

Current Progress

Status at the close of October 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, completed 38 of 46 design packages and 14 of 17 final specification packages. A review of the baseline schedule for design delivery identified 8 late items: 6 design packages and 2 specification packages. Significant construction progress occurred on: Segment 1 & 3 Guideway, SR99 Bridge, KDM Garage construction, Star Lake Station & Garage, and FWTC & EOL (End of Line Facility). SR99 Bridge construction closed all the NCRs related to shaft construction.

Design:

- During the month, 11 RFIs, 68 Shop drawings, and 41 FDC/NDCs were received.
- Review completed and returned: 90/100% S3.07 FWTC Garage foundations, IFC S3.15C FWTC Early Vaults, 90/100% S3.16 FWTC Station, CW.02A OCS Foundation (Seg 1), and CW.07 IFC Non-station Landscaping packages.
- Under review: CW.02 Systems 90/100%, CW.08 Guideway Fire Protection under review.
- Structure C soil liquefaction task force meetings were ongoing. 30% S2.02B Elevated Guideway at Structure C Rigid Pier and GIR were reviewed. Currently under review: 60% S2.02c Elevated Guideway Abutments.
- Sidings Track: Project Requirements modified by ST; DB designing to latest PRs.

Construction:

- Guideway structures % completeness (all Segments): Drilled shafts = 80%, Columns = 65%, and Caps and Straddles = 65%, Girder erection = 33%, Decks = 6%. Extensive superstructure (deck and diaphragms) construction in work areas 1.1, 1.3, and 3.8.
- Extensive Noise wall, MSE, and CIP wall construction in work areas 1.2 2.2 and 3.8.
- SR99 Bridge effort included: fascia walls, and pier caps, and shotcrete walls. Closed remaining NCRs.
- KDM Garage: continue L3 deck pours and vertical elements, electrical and plumbing rough in.
- Midway landfill: embank above liner, created girder access. Significant progress on MSE and Noise Walls.



WA1.3 KDM Station L4 P1-P5.25



WA3.8 Falsework Pier Cap G17

Link Light Rail Federal Way Link Extension



Schedule Summary

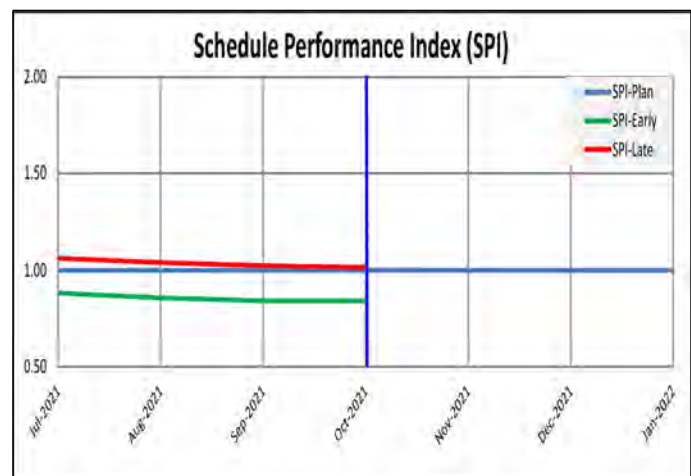
The progress schedule for October 2021 has been accepted and is shown below. Construction NTP was issued in May 2020. All contract milestones are currently being met. Federal Way Transit Center redesign change order was accepted by the ST Board in April which has moved Milestone #5 Final Acceptance to August 5, 2024. ST will continue to work with Kiewit regarding ongoing schedule impacts and adding additional detail.

Activity Name	Start	Finish	2022												2023				2024			
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4						
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	05-Aug-24																				
Contract Milestones	07-Jun-19 A	05-Aug-24																				
Limited Notice to Proceed	07-Jun-19 A																					
Contractual Notice to Proceed	28-Feb-20 A																					
Notice to Proceed	04-May-20 A																					
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A																					
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		21-Feb-22*																				
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		09-Sep-22*																				
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		31-May-23*																				
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		05-Oct-23*																				
Substantial Completion		05-Jun-24																				
60-Day Pre-Revenue Operations	06-Jun-24	04-Aug-24																				
30-Day Sound Transit-Controlled Float	05-Aug-24	05-Aug-24																				
MS 5 - Acceptance of All Work (05-Aug-24)		05-Aug-24																				
Design	07-Jun-19 A	30-Jun-23																				
Design Milestones	07-Jun-19 A	30-Jun-23																				
Corridor Wide	07-Jun-19 A	18-Jan-22																				
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A																				
Design Packages - Star Lake Segment 2	07-Jun-19 A	27-Jun-22																				
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	26-Jan-22																				
Construction	01-Jun-19 A	26-Jul-24																				
General	01-Jun-19 A	05-Jun-24																				
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	15-Apr-24																				
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	05-Jun-24																				
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	26-Jul-24																				
Provisional Sums	01-Dec-19 A	08-Feb-24																				
Change Orders	01-Jul-19 A	24-Jul-24																				

Schedule Performance Index

For the October period, the Early SPI is 0.84 and Late SPI is 1.02 (previously: 0.85 and 1.03 respectively). Although October cumulative actuals were in between the Cumulative Early and Late date planned value, Kiewit performance on monthly basis is behind late planned value due to delay in design of Structure C Soil Liquefaction and Load Flow Analysis.

Kiewit continues to remain within acceptable performance tolerances for cumulative early and late curves.



Link Light Rail Federal Way Link Extension

Next Period's Activities

Design:

- Continue effort on FDC/NDC, RFIs, product data submittals and shop drawings; Systems to increase.
- Return CW.02 Systems Design and CW.08 Guideway Fire Protection packages
- Return 60% S2.02C Elevated Guideway Structure C Abutments. Structure C soil liquefaction: progress Rigid Pier Design; Final Geotechnical Interpretive Report expected to be submitted.
- Sidings Track: comments regarding PRs finalized with DB.

Construction:

- Guideway substructure and superstructure construction continues (all segments).
- SR99 Bridge: start pier 1 shotcrete wall, complete pier cap 2 & pier 3 wall fascia.
- KDM Garage: L3-L4 ramps, finish L3 deck, start on deck 4. Electrical and plumbing rough in continued.
- KDM Station: Platform deck pours.
- Midway landfill: continue effort on MSE and Noise wall construction. Star Lake: install footings at garage and station, tower crane installation.
- FWTC/Seg 3 Guideway: Water tie-in, capitals, station spans with deck and platform pours.

Closely Monitored Issues (F200)

- Load flow analysis (LFA): Flaws, technical issues, and ambiguous contract terms plagued initial LFA studies resulting in approval delay. A technical resolution was reached meeting ST standards. . An additional TPSS will be added via CO to correspond to the pre-bid configuration and study.
- Structure C soil liquefaction was identified requiring an updated structure design. A technical solution was reached meeting ST standards. The contractor has submitted a differing site condition claim which is currently under ST review.
- Sidings Track: original Project Requirements did not meet the needs of Operations. Operation needs confirmed and redesign being finalized.
- Test & Commissioning: delay in testing & commissioning plan approval identified as project delivery risk. Coordinated effort between ST and DB to prepare and submit updated plan.
- Blocked drainage pipe in I-5; the DB likely damaged the median drainage pipe near Midway Landfill. Expected resolution to be submitted for SPU/WSDOT/ST review this month.

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$138,471,169
Current Contract Value	\$1,423,671,169
Total Actual Cost (Incurred to Date)	\$562,504,089
Percent Complete	42.16%
Authorized Contingency + Add'l Ctg	\$248,297,519
Contingency Drawdown	\$138,471,169
Contingency Index	0.75



WA1.2 Pumping Concrete A16-A17

Link Light Rail Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

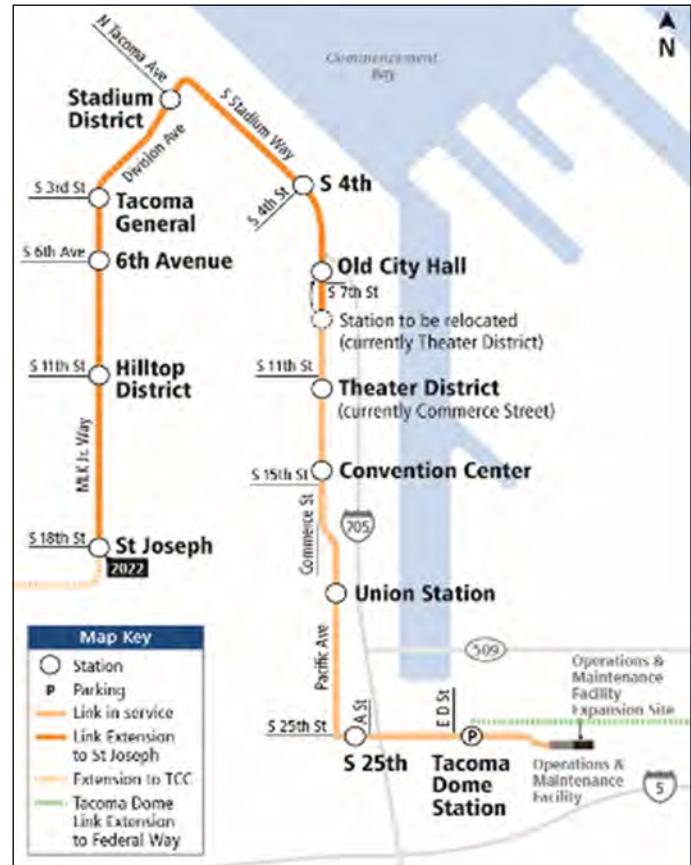
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF); The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget \$252.7 Million (Re-Baselined June 2020)

Schedule Revenue Service: May—September 2022



Map of Hilltop Tacoma Link Extension.

Key Project Activities

Final Design: Design consultant continued design services during construction.

Construction: September activities were performed in accordance with contractor COVID-19 safety training and protocols.

- **Heading 1:** Performed roadway restoration activities along Stadium way including grading and final pavement.
- **Heading 2:** Continued curb, gutter and ADA installation on Division Ave. Set TPSS No. 2 and installed canopy steel at Stadium District Station.
- **Heading 3:** Continued OCS wire runs on MLK. Continued curb, gutter and ADA ramps and station work at St. Joseph and Hilltop Stations.
- **OMF: E. 25th St:** Prepped for concrete paving. **Yard:** Continued testing of TPSS No. 5 and began installation of fencing and gates. **Interior:** Continued testing and commissioning.

Closely Monitored Issues

- Staff continue to monitor supply chain interruptions as they affect LRV manufacturing schedule.
- Staff continue to assess and quantify schedule impacts to revenue service date and refine project estimate at completion cost.

Link Light Rail Hilltop Tacoma Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately \$6.9M was incurred. The majority of the expenditures were incurred in the Vehicles phase for the Vehicle procurement contract (\$3.3M) and Construction phase for T100 construction contract and startup activities (\$2.5M).

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.7	\$18.0	\$18.0	\$21.7	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.7	\$13.7	\$14.1	\$0.0
Construction Services	\$12.4	\$11.5	\$10.7	\$12.4	\$0.0
Third Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$137.8	\$130.0	\$162.0	\$0.0
Vehicles	\$33.4	\$31.9	\$11.7	\$33.4	\$0.0
ROW	\$2.2	\$2.2	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$222.0	\$192.5	\$252.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	\$31.0	\$26.4	\$24.9	\$31.0	\$0.0
20 Stations	\$3.5	\$2.9	\$2.8	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$35.0	\$33.0	\$41.2	\$0.0
40 Sitework & Special Conditions	\$51.7	\$44.1	\$41.6	\$51.8	\$0.1
50 Systems	\$34.6	\$29.4	\$27.7	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.9	\$137.8	\$130.0	\$162.0	-\$0.1
60 Row, Land	\$2.0	\$2.2	\$1.9	\$2.2	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$31.9	\$11.7	\$33.4	\$0.3
80 Professional Services	\$53.8	\$50.1	\$48.9	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$252.7	\$222.0	\$192.5	\$252.7	\$0.0

Link Light Rail Hilltop Tacoma Link Extension



Contingency Management

Hilltop Tacoma Link Extension was baselined on September 2017 with a total contingency of \$33.8M. Since baselining, there were drawdowns on AC and UAC to address the Procurement of the Tacoma LRV and T100 Construction contracts, Design Services During Construction contract, and various construction change orders. The baseline contingency levels were insufficient and required an additional \$35.4M that was approved by the ST Board in June 2020.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at \$0M, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately \$1.6M due to a executed change orders for T100 and CMC contracts. Current balance is to \$22.6M.

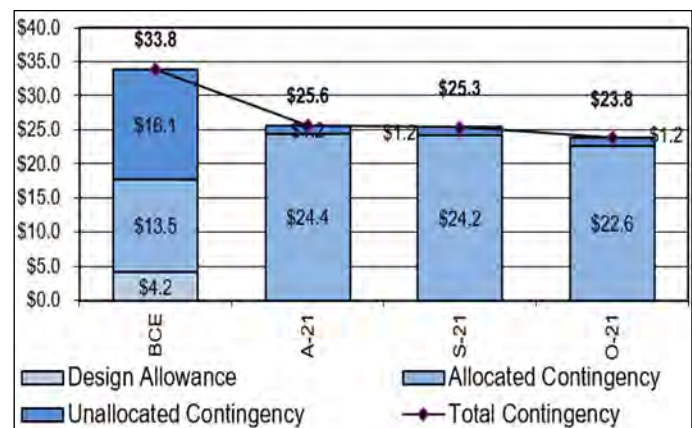
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance of \$1.2M remains unchanged this period.

Contingency Status (Monthly)

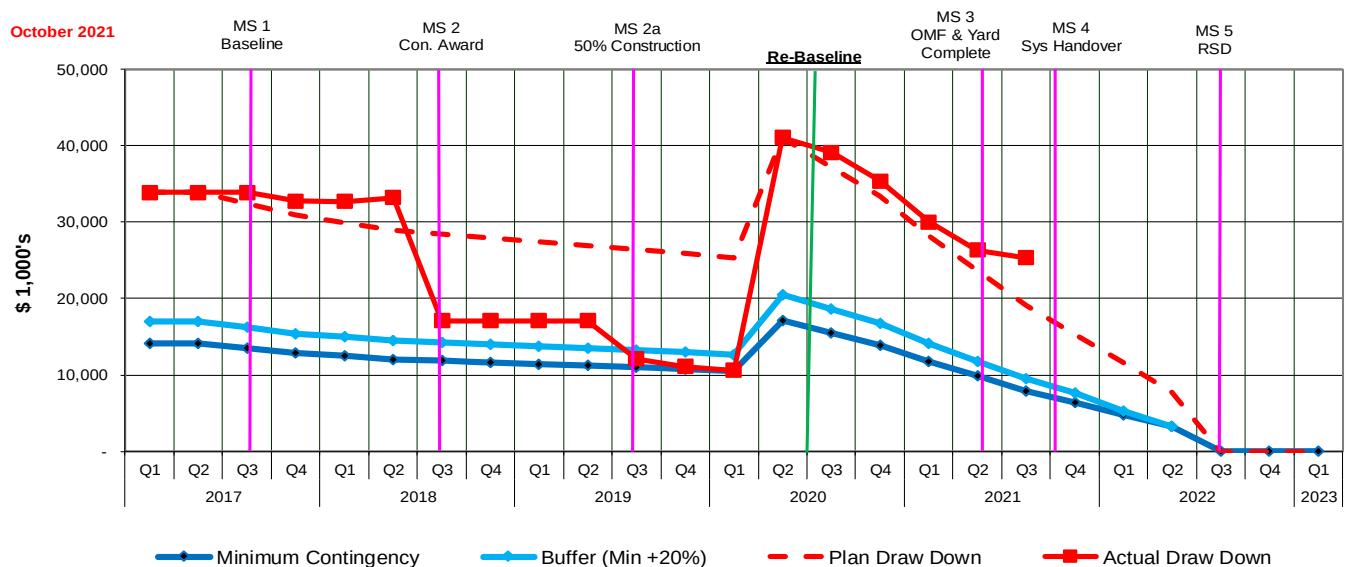
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$22.6	37.5%
Unallocated Contingency	\$16.1	8.2%	\$1.2	1.9%
Total	\$33.8	17.2%	\$23.8	39.5%

Table figures are shown in millions.

Contingency by Type (\$ Millions)



Contingency Drawdown (Quarterly)



Risk Management

The Hilltop Tacoma Link Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks, taking mitigation actions for known risks identified on the risk register, and effectively responding in a timely manner to those risks that pose a significant impact to the project cost or schedule forecast.

The last risk workshop was held May 2021 and the next one will occur Q1 2022. Below are the top risks from most recent risk register meeting.

- The T100 contractor will submit a cumulative impact claim to ST. which exceeds available budget.
- LRV testing complications after delivery may delay conditional acceptance of the vehicle which is a prerequisite for pre-revenue and revenue service..
- Vehicle Delivery Schedule - Continued delays to vehicle delivery schedule impact timely testing and commissioning of the vehicle and increase risk of fewer vehicles available for pre-revenue and revenue service.
- Lack of detail in T100 construction schedule impedes adequate resource planning for rail activation, safety certification, SIT, and vehicle testing and commissioning.
- Water ponding is occurring more than anticipated and beyond acceptable thresholds due to lowering track slab for ADA crossing re-design.
- ST internal resources (System Integration Testing) may be constrained if schedule slips and/or does not align with other ST projects needing SMEs and other SIT staff to perform testing.

Link Light Rail Hilltop Tacoma Link Extension



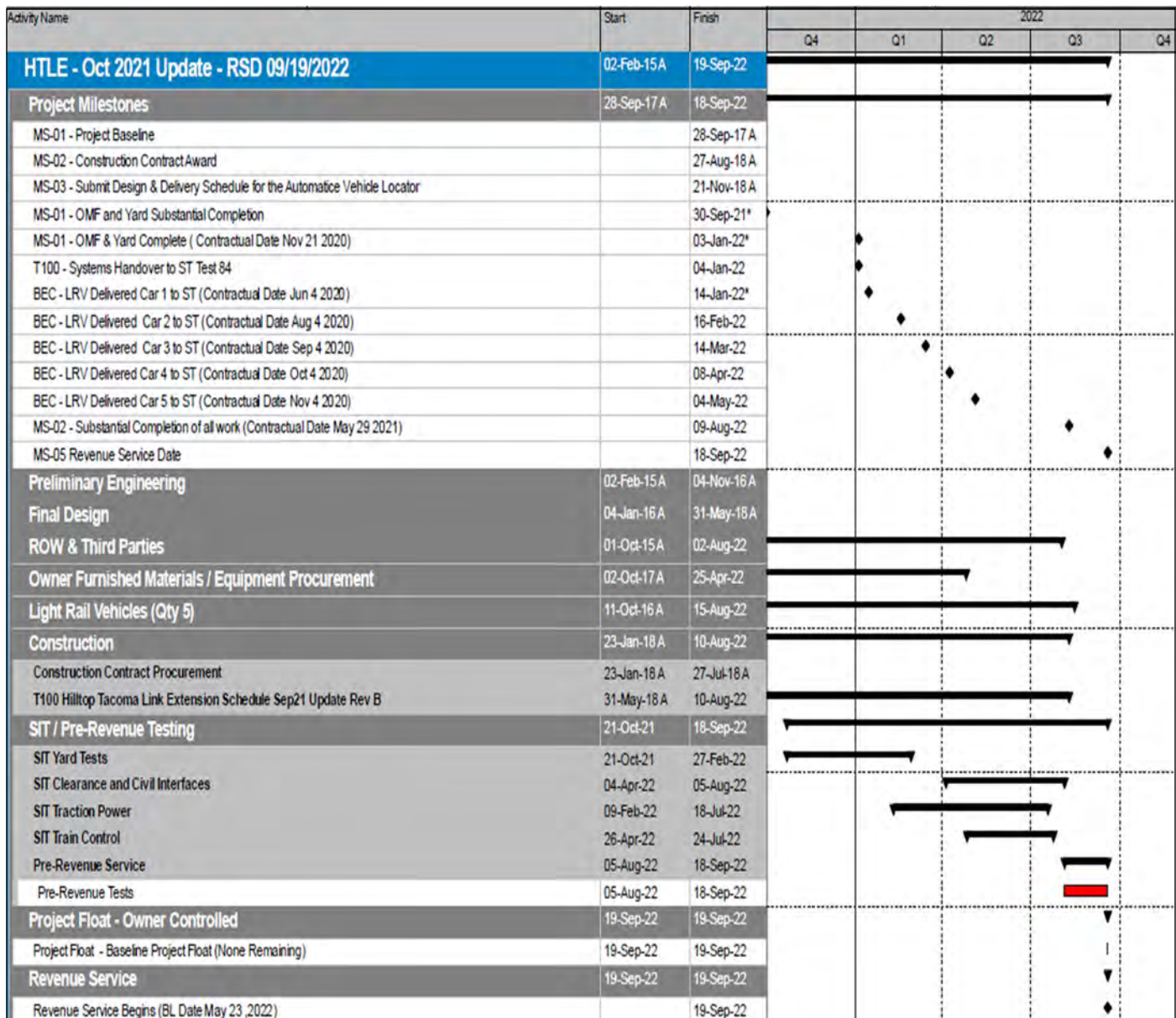
Project Schedule

The master schedule was updated through the end of October 2021. Overall physical percent complete is 87.0 %.

LRV: The delivery of the first car is forecasted in Q1 2022 and last car in Q2 2022. The car builder's schedule estimates two of five cars will be delivered and conditionally accepted to support start of pre-revenue service.

T100: Project staff continue implementation of mitigations to address delays to baseline revenue service date.

Sound Transit directed the contractor to mitigate further delays by utilizing additional resources. Executive leadership commitments from ST, the contractor and City of Tacoma have resulted in support for extraordinary mitigation measures to recover schedule.



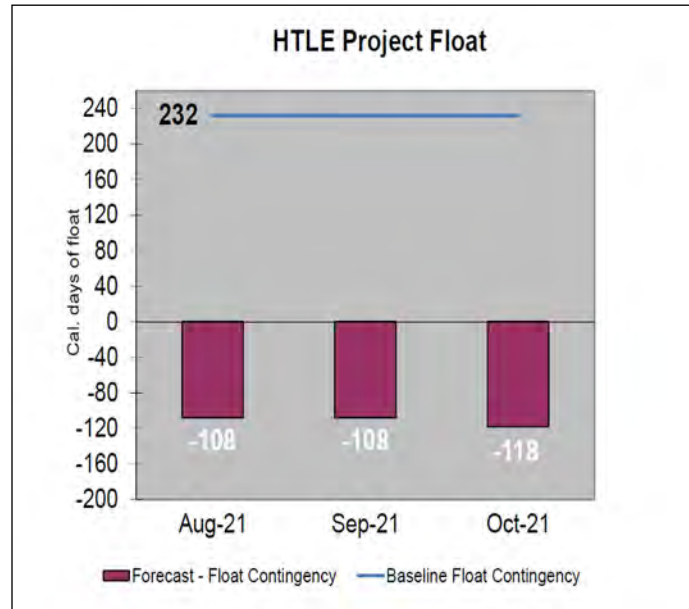
Link Light Rail Hilltop Tacoma Link Extension

Project Float

Hilltop Tacoma Link Extension baseline schedule included 232 days of project float to support revenue service on May 23, 2022. The current HTLE master schedule forecasts all the remaining project float of 157 days will be consumed.

Staff continue to assess time impacts related to change orders on the T100 construction contract and anticipate delays to the baseline revenue service date. Mitigations to reduce impact of schedule delays have been implemented with a revenue service date to be determined.

To better monitor schedule contingency, the Project Float Graphic shown in this report represents data from the HTLE master schedule float analysis.



Critical Path Analysis

The analysis for Oct 2021 shows the main critical path for the T100 contract in the OCS Wire Runs Registration; Job Wide ITS testing and Testing and Commissioning, 9th Commerce intersection work in Heading 1 before pre-revenue service begins. LRV deliveries and conditional acceptance are near critical activities which could influence the completion of pre-revenue service tests. Current forecast completion is Q3 2022 which represents a delay to May 2022 revenue service date. ST and the T100 and LRV contractors continue to identify mitigations to address schedule impacts.

Activity Name	Start	Finish	2022				
			Q4	Q1	Q2	Q3	Q4
HTLE - Oct 2021 Update	05-Dec-17 A	19-Sep-22					
Light Rail Vehicles (Qty 5)	05-Dec-17 A	06-Sep-22					
Light Rail Vehicles	05-Dec-17 A	06-Sep-22					
Light Rail Vehicles - Manufacture , Ship and On Site Testing	05-Dec-17 A	06-Sep-22					
Construction	01-Nov-21	18-Jul-22					
Tacoma Links Baseline Schedule	01-Nov-21	18-Jul-22					
Milestones	16-Jun-22	18-Jul-22					
Heading 1: 7th & Commerce to Stadium Way & Division	06-Dec-21	18-Jul-22					
Heading 2: Stadium Way & Division to Division St and MLK	01-Nov-21	11-Apr-22					
Heading 3: Division St and MLK to MLK & 19th	06-Jan-22	22-Mar-22					
OCS Wire Runs	07-Jul-22	11-Jul-22					
Job Wide ITS	11-Apr-22	27-Apr-22					
Testing & Commissioning	03-Jan-22	18-Jul-22					
Change Orders	08-Feb-22	17-Jun-22					
SIT / Pre-Revenue Testing	05-Aug-22	18-Sep-22					
Pre-Revenue Service	05-Aug-22	18-Sep-22					
Pre-Revenue Tests	05-Aug-22	18-Sep-22					
Project Float - Owner Controlled	19-Sep-22	19-Sep-22					
Project Float - Baseline Project Float (None Remaining)	19-Sep-22	19-Sep-22					
Revenue Service	19-Sep-22	19-Sep-22					
Revenue Service Begins (BL Date May 23 ,2022)		19-Sep-22					

Right-of-Way

The Hilltop Tacoma Link Operations and Maintenance Facility will expand to the east and five new vehicles will be purchased. The Right-of -Way effort for this project involved the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions resulted in owner and tenant residential and commercial relocations. The following table summarizes the right-of-way program status for this period. All project property acquisitions are complete.*

Tacoma Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
20	20	20	20	1	1
All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

* This is the last month or reporting on Right-of-Way status.

Community Engagement

- Produced and distributed notification about: curb and gutter work on the east side of MLK Jr. Way from S. 9th St. to 6th Ave; overhead wire installation from S. 8th St./MLK Jr. Way to Division Ave/Yakima Ave.; and, the TPSS 1 and 2 building deliveries. Notified Stadium Way residents about paving and access. Produced and distributed the weekly construction alert about traffic impacts. Continued to update businesses and residents on Commerce St. and E. 25th St. and to coordinate access in all construction areas.
- Presented on the HTLE project and Loyal to the Local at the Puget Sound Regional Council's transit-oriented development tour on Hilltop. Met with MultiCare . Gave an update to the Hilltop Business Association and to the Stadium Business District. Prepared the outreach presentation slide and talking points for the project director's presentation to the System Expansion Committee.
- Coordinated with the Old City Hall Renovation project on construction on Commerce St. and with the Tacoma Police Department about the TPSS 4 delivery. Informed two Hilltop businesses about removing their driveways. Continued to coordinate with businesses on Loyal to the Local videos, and manage the Hilltop Tacoma Link's Facebook group page.
- Responded to questions and complaints about access to businesses on E. 25th St., the honey bucket in front of the Harvester Restaurant, parking and traffic on Commerce St., damage to a vehicle parked near Jackson Hall, alternate parking for a business on Stadium Way, a funeral home's request to work around their services, and a car accident/property damage at Stadium High School.

Link Light Rail Hilltop Tacoma Link Extension



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects shared design and engineering resources across multiple ST projects including South Corridor and Vehicles. Despite the variance in FTE levels project is sufficiently staffed for this period. ST will monitor project needs and adjust FTE levels as needed. Consultant FTEs are slightly under plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	14.7	(9.4)
Consultants	15.5	14.9	(0.6)
TOTAL	39.6	29.6	(10.0)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	11
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	4	22
Reported Near Mishaps	1	21	68
Average Number of Employees on Worksite	207	-	-
Total # of Hours (GC & Subs)	10,241	80,558	326,162
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	7.45	6.75
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Link Light Rail Hilltop Tacoma Link Extension



Contract T100 — Hilltop Tacoma Link Extension

Current Progress

The construction contractor, Walsh Construction Company II, LLC, continues work at the interior and exterior of the OMF and in all three headings along the 2.4 mile extension.

- Heading 1: Installed OCS assemblies on Stadium Way from TPSS#1 toward Division Ave.
- Heading 2: Poured ADA ramps on IB side of J Street , finished above ground traffic signal work at the N 1st and N. Tacoma.
- Heading 3: Poured ADA ramps on MLK from S.10th street to S. 13th Street
- OMF Bldg : Continue testing and commissioning of the OMF
- OMF Yard: Finished TPSS #5 preliminary testing , completed test 72 and test 74 for OSC system in the yard.

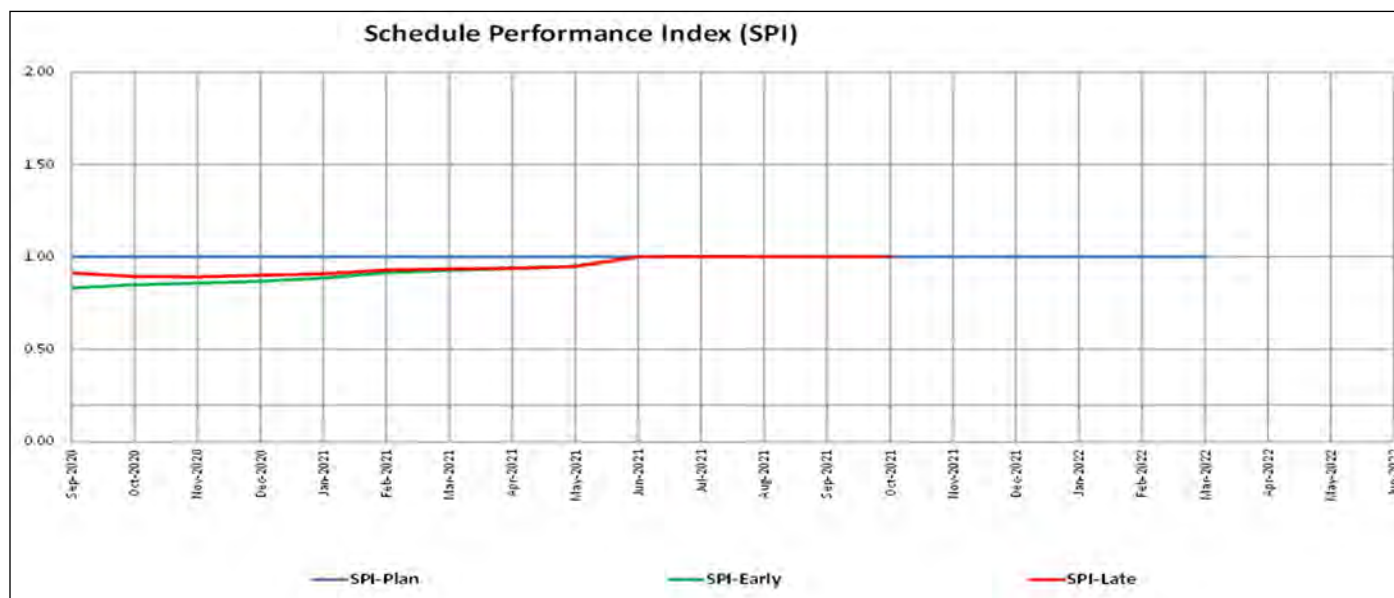
Schedule Summary

The T100 October 2021 monthly update does not support a Q1 2022 pre-revenue startup date. ST, the City of Tacoma and Walsh management are working collaboratively to identify and implement mitigations to reduce schedule impacts.

Activity Name	Start	Finish	2022				
			Q4	Q1	Q2	Q3	Q4
T100 Schedule Oct 21 Update	31-May-18 A	25-Jul-22					
Tacoma Links Baseline Schedule	31-May-18 A	25-Jul-22					
Milestones	29-Jun-18 A	25-Jul-22					
PreConstruction	31-May-18 A	20-Jul-22					
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	24-Jul-22					
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	08-Jun-22					
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	05-Jul-22					
OCS Wire Runs	19-Jul-21 A	16-Jul-22					
Train Signal System	19-Dec-20 A	20-Jan-22					
Job Wide ITS	30-Nov-21	30-Apr-22					
OMF Facility	29-Aug-18 A	11-Jan-22					
Testing & Commissioning	11-Mar-19 A	23-Jul-22					
Change Orders	07-Jan-19 A	18-Jul-22					
Provisional Sum Time Impacts	01-Feb-19 A	09-Mar-22					
Other Time Impacts	04-Mar-19 A	23-Jun-22					
RFCs	09-Jan-19 A	20-May-22					
Provisional Sums	03-Dec-18 A	21-Mar-22					
Weather Days	04-Feb-19 A	27-Jan-20 A					

Schedule Performance Index

This period the early SPI and late SPI were 1.0, the same as last month. Note: The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. Upon receipt from the Contractor of planned values to completion, ST will incorporate that data into the SPI and report accordingly. Until such time, SPI will remain at 1.0.



Next Period's Activities

- **Heading 1:** Final paving on west side of Stadium Way from 4th to Division Ave.
- **Heading 2:** Continue on IB curb and gutter work on Division St.
- **Heading 3:** Set TPSS#4 building onto foundation , preparation for 6th St. station platform pour.
- **OMF Building:** Continue testing and commissioning.
- **Yard:** Complete remaining concrete paving from McKinley St to G. St, Install Wash Facility Disconnect.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- The contractor added additional systems and flatwork resources in an effort to improve schedule performance.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street plan.
- The cutover at 9th and Commerce requires a series of planning workshops which began in January 2020. Participants include ST (including Operations), City of Tacoma and the contractor.

Link Light Rail Hilltop Tacoma Link Extension

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$108,295,000
Change Order Value	\$16,132,637
Current Contract Value	\$124,427,637
Total Actual Cost (Incurred to Date)	\$116,693,544
Percent Complete	94%
Authorized Contingency	\$37,114,750
Contingency Drawdown	\$16,132,637
Contingency Index (CI = % Complete/% Ctg Spent)	2.2



Pouring ADA ramps at J Street—H2B

Link Light Rail Hilltop Tacoma Link Extension



Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- LRV #1, LRV #2, LRV #3, LRV #4 and LRV #5 delivery and ship dates have slipped approx 1 month from last schedule update
- Start of electrical sub-assemblies and final assembly of LRV #1, LRV #2, LRV#3 and LRV#4 are underway
- Start of back shop activities and framing of LRV #5 are underway .
- Brookville and ST are participating in workshops to develop requirements for commissioning, onsite testing and training. plans .
- BEC is drafting technical manuals for maintenance, heavy repair and special equipment for ST review in Jan 2022.

Schedule Summary

Brookville's Oct 2021 schedule update submittal is represented below. Car deliveries have slipped one to two months since the last schedule submittal due to materials/component availability issues. LRV #1 arriving at the OMF in Tacoma in Feb 2022 and LRV #5 arriving June 2022. The schedule graphic below indicates all vehicles will be conditionally accepted and ready for revenue service in Q3 2022.

Activity Name	Start	Finish	2022					2023	
			Q4	Q1	Q2	Q3	Q4	Q1	Q2
BEC OCT 2021 Update	04-Dec-17 A	03-Feb-23							
Tacoma NTP	04-Dec-17 A								
Kick Off/Schedule Creation	17-Apr-19 A	17-Apr-19 A							
Engineering - Tacoma	04-Dec-17 A	03-Feb-23							
CDRL Submittals - Tacoma	01-Jan-18 A	16-Jun-22							
MANUFACTURING / TESTING	21-Mar-18 A	23-Sep-22							
Component/System Type Tests	17-Dec-18 A	09-Mar-22							
First Article Inspections	21-Mar-18 A	29-Mar-22							
Hold Point Inspections	02-Feb-21 A	31-Mar-22							
Car 1	01-Dec-20 A	04-Aug-22							
Car 2	22-Mar-21 A	11-Aug-22							
Car 3	12-May-21 A	25-Aug-22							
Car 4	14-Jun-21 A	23-Sep-22							
Car 5	26-Jul-21 A	09-Sep-22							
Training	18-Jan-22	27-Dec-22							
SOUND TRANSIT PAYMENT MILESTONES	02-Jul-18 A	03-Feb-23							
Brookville Contract Milestones	04-Dec-17 A	03-Feb-23							

Link Light Rail

I-90 Two-Way Transit & HOV Operations (Stage 3)

Project Summary

Scope The I-90 Two-Way Transit and HOV Operations (Stage 3) project provides approximately four miles of HOV lanes in each direction of the outer roadway between 80th Avenue South on Mercer Island and Rainier Avenue in Seattle. The project includes upgrades and retrofits to the fire, life, safety, and other systems in the Mount Baker and Mercer Island/First Hill tunnels. The project also includes remaining dowel bar retrofit work on the west side of Lake Washington, and the installation of screening on the shared-use pathway on the I-90 floating bridge.

Phase Construction

Budget \$207.6 Million

Schedule Construction Complete: December 2020 for Primary work; Third Party oversight to continue through 2025



Since June 2017, the project has provided 24/7 HOV access on I-90 between Seattle, Mercer Island and Bellevue.

Major Contracts

Group	Scope	Agreement/Contract Amount
WSDOT	PE	\$ 1,549,003
WSDOT	Final Design	\$ 18,022,756
WSDOT	CM Services	\$ 43,192,664
IMCO	Construction	\$132,409,000
City of Mercer Island	Transportation Mitigation	\$10,050,000

Key Project Activities/Milestones

- **Physical Completion, IMCO Contract** – Granted by WSDOT 20-Sep-21
- **Other Civil Construction** – I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; MBT Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20
 - ♦ Final payment for R8A Construction & CM Services task order received by WSDOT; closeout of Construction Task Orders completed; Final Design task order closeout pending concurrence from WSDOT
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025

Closely Monitored Issues

All WSDOT construction work is substantially complete; monitoring of the following item continues:

- City of Mercer Island's appeal of previous litigation dismissal, Mercer Island Transportation Mitigation Agreement

Link Light Rail

I-90 Two-Way Transit & HOV Operations (Stage 3)



Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of October were \$8.2K, for ST staff charges and monthly utility costs (temporary traffic signal on Mercer Island). A Project budget reserve was realized, and \$18.0M de-committed from the Project; tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.8	\$2.5	\$2.5	\$2.8	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$19.4	\$18.7	\$18.4	\$19.4	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$198.3	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	\$180.6	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.8	\$22.5	\$23.6	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0

Tables in millions; totals may not equal column sums due to rounding of line entries.

Cost Contingency Management

In the table below, the Committed Allocated Contingency included WSDOT-controlled construction contingency plus total ST controlled allocated contingencies. Most of the remaining contingency was de-committed from the Project as the majority of work has been completed; current Total Contingency is just over \$725K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 9.5% of remaining total project budget.

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Committed Allocated Contingency	\$17.0	7.5%	\$0.6	7.1%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.3%
Total	\$35.7	15.8%	\$0.7	9.5%

Note: Totals may not equal column sums due to rounding of line entries.

Link Light Rail

Light Rail Vehicle Fleet Expansion

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing

Budget \$740.7 Million (Baseline September 2015, Amended April 2017)

Schedule Project Completion: Q3 2024



Siemens Series 2 Link light rail vehicle

Key Project Activities

- Car 285 was delivered to Operation & Maintenance Facility (OMF) East on 10/14/2021
- Car 286 & 272 were delivered to OMF Central on 10/8/2021 & 10/21/2021 respectively.
- Cars 261 & 265 were Conditional Accepted/Acceptance (CA) on 10/15/2021.
- 33 cars in final assembly & carshells in fabrication for up to number 103 at Siemens' Sacramento facilities.



Car 271 Q40 final inspections in Sacramento, CA



Car 272 delivery at OMFC in Seattle, WA

Link Light Rail

Light Rail Vehicle Fleet Expansion



Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and ST onsite LRVs transportation between OMF East and OMF Central has been continuously manage & monitor.
- Competing demand for Extension's project simulated services, System Integration Testing and upcoming revenue service preparation reduces the availability of Operation labor and vehicle maintenance personnel in supporting Series 2 LRV routine tests and acceptance are continue to be monitored and managed with all stakeholders.
- Manufacturer continue reporting supply chain interruptions impacting implementation of FMIs and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately \$360.1M to which a majority of the cost is attributed to the vehicles phase of \$344.3M. The current period expenditure is \$9.1M is largely attributed to Conditional Acceptance of LRV. The remaining expenditures were attributed to engineering and inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.6	\$9.6	\$5.7	\$5.5	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$10.3	\$18.0	\$0.0
Vehicles	\$713.1	\$713.1	\$658.5	\$344.3	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$679.3	\$360.1	\$740.7	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$705.3	\$705.3	\$669.3	\$350.3	\$705.3	\$0.0
80 Professional Services	\$23.2	\$23.2	\$10.0	\$9.8	\$23.2	\$0.0
90 Contingency	\$12.2	\$12.2	\$0.0	\$0.0	\$12.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$679.3	\$360.1	\$740.7	\$0.0

**Totals may not equal column sums due to rounding of line entries.*

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitoring project status and associated risks. The project risk register for the third quarter is currently in preparation to be refreshed.

There are no changes to the current top risks as listed below based on the last update:

- Competing demand for Extension's project simulated services, SIT and upcoming revenue service preparation reduces the availability of Operation labor and vehicle maintenance personnel in supporting Series 2 LRV routine tests and acceptance.
- ATP retrofit schedule has substantial impact on shipping LRVs #42-100.
- Limited OMF Central yard storage capacity in 2021 may affect recovery schedule, preventative maintenance or spares available to support peak service.
- Automatic Train Protection interface between ST1 vehicle ATP system and new ST2 vehicle ATP causing potential interface with wayside signal and on-board systems under investigation.
- COVID-19 remains a fluid situation and disruption to Siemens's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$58.2M or about 14.9% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains \$0 design allowance.

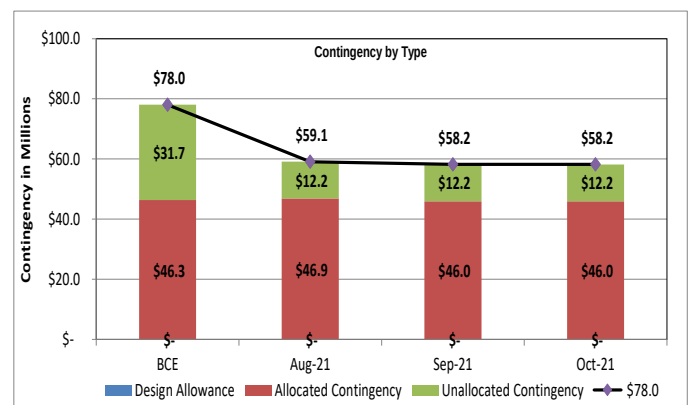
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. In October AC was unchanged \$46.0M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC for September remains unchanged at \$12.2M.

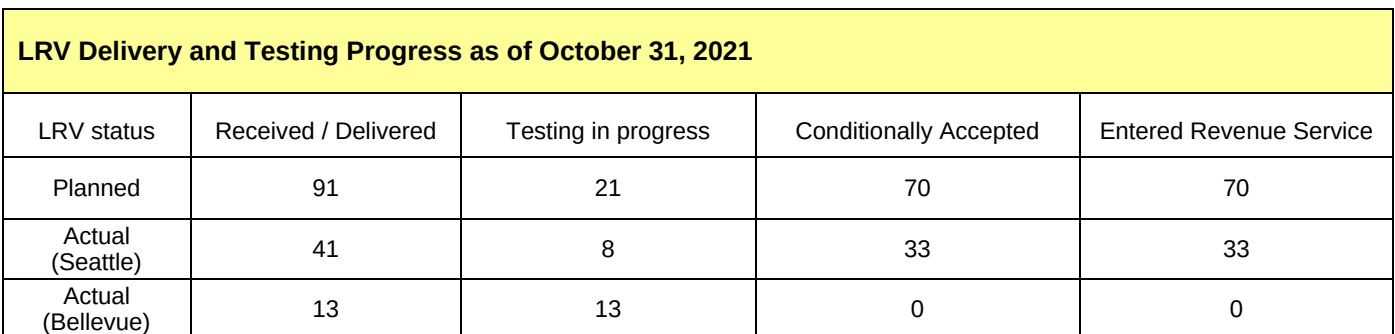
Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ -	0.0%	\$ -	0.0%
Allocated Contingency	\$ 46.3	6.3%	\$46.0	11.8%
Unallocated Contingency	\$ 31.7	4.3%	\$12.2	3.1%
Total	\$78.0	10.7%	\$ 58.2	14.9%

Contingency by Type



The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from the Siemen’s monthly schedule update. As of October 2021, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below. Northgate Link has reduced the number of cars to commence revenue service to 28 cars based on current ridership. All 40 cars for Northgate are expected to be conditionally accepted in December 2021. A summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring. ATP retrofit installation and testing is not expected to complete until late Q3 2023.



Link Light Rail Light Rail Vehicle Fleet Expansion



Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test and Acceptance Testing and Burn-In of all LRVs that have been delivered to Sound Transit site. Delivery and Conditional Acceptance Testing of all 28 light rail vehicles required for Northgate Link has been completed to support the Revenue Service. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by April of 2024. As well as on time for the start of Pre-Revenue Service for each of the new extension lines: East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link.



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2021. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is challenging to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	5.8	(1.5)
Consultants	7.5	7.5	(0.0)
TOTAL	14.8	13.2	(1.6)

An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail

Link Operations & Maintenance Facility: East

Project Summary

Scope The Link Operations and Maintenance Facility: East (OMF East) project, located in the City of Bellevue, includes a 145,000 SF OMF building plus a 35,000 SF MOW Building that will maintain, store and deploy and expanded light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 LRVs.

Phase Operation / Warranty Period

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion Achieved:
December 2020



Map of OMF East Site

Key Project Activities

- Post Acceptance monitoring of facilities.
- Advancing upgrades requested by Facilities

Closely Monitored Issues

- Performance of the 2-year Measurement and Verification activities.

Risk Management

Substantial Completion was achieved in December 2020. OMFE has been turned over to Operations. Some residual risk remains within the project are actively monitored and others have been transferred over to Operations for their monitoring. The final risk register was last updated in June 2021. The residual risk on the project are as follows:

- **Scope:** Scope Interfaces with E750 Systems when ELE has to integrate OMF East with OMF Central through East Link.
- **Start Up:** Closure of open items and workarounds on and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations as well as East Link tie in in 2022.



OMFE Site

Link Light Rail

Link Operations & Maintenance Facility: East



Project Cost Summary

The Baseline Budget (July 2016) for the OMF East is \$449.2M. The OMF East cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The Estimated Final Costs (EFC) continues to be projected at approximately \$449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project expenditure was offset by an inadvertent error to the accrual of remaining scope and net to -\$1.2M. The total project cost incurred decreased from approximately \$377.9M to \$376.7M. The majority of the cost are driven by the continue close out of commercial issues in the Construction phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$10.4	\$10.5	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$8.7	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.6	\$17.5	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$239.6	\$237.3	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$379.4	\$376.7	\$449.2	\$0.0

Cost Summary by SCC

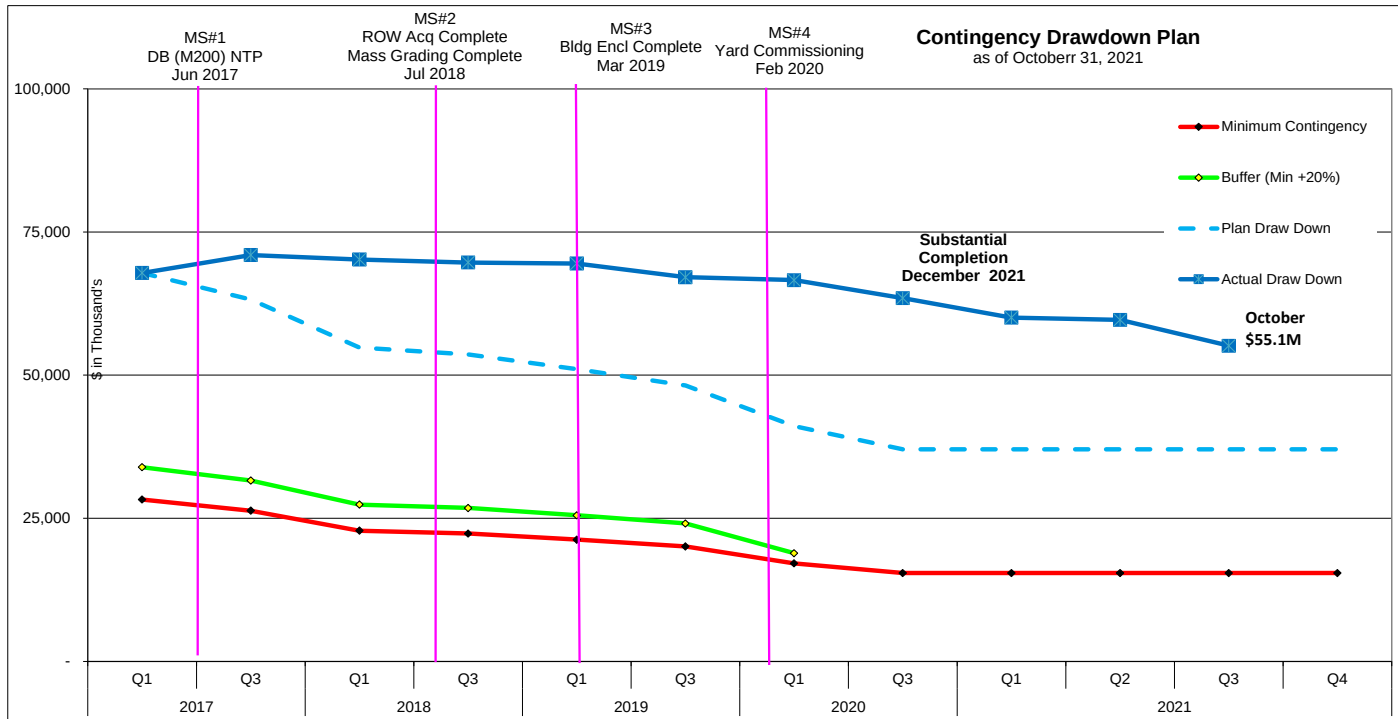
SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.3	\$4.3	\$4.3	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$133.9	\$133.4	\$141.6	-\$5.5
40 Sitework & Special Conditions	\$43.6	\$48.5	\$43.0	\$41.6	\$45.3	\$3.2
50 Systems	\$43.0	\$41.6	\$41.2	\$40.8	\$41.2	\$0.4
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$222.4	\$220.1	\$232.4	-\$1.8
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$54.3	\$54.0	\$68.5	\$1.8
90 Unallocated Contingency	\$13.8	\$13.8	\$0.0	\$0.0	\$13.8	\$0.0
Total (10 - 90)	\$449.2	\$449.2	\$379.4	\$376.7	\$449.2	\$0.0

Link Light Rail

Link Operations & Maintenance Facility: East

Contingency Drawdown

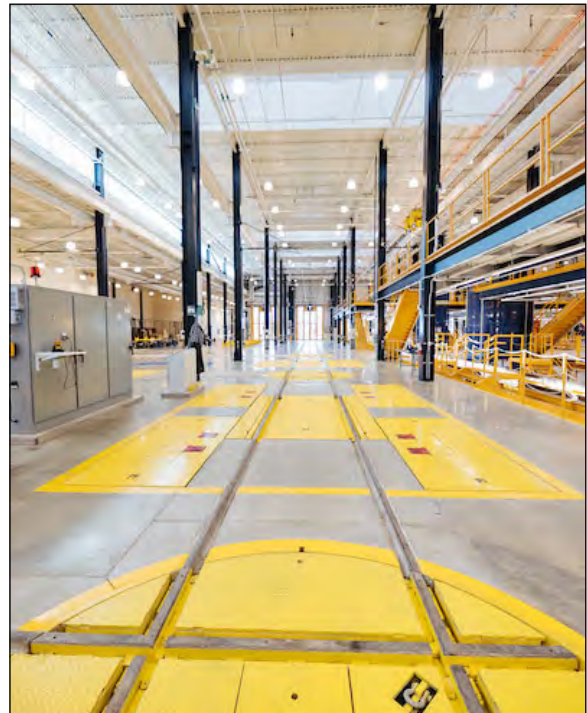
At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positively. Project contingency at juncture are expected to remain positive with total contingencies balance in October 2021 at approximate \$55.1M (previous quarter at \$55.1M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. Surplus in this project is expected.



Contract M200 - OMF East Design Build Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$15,809,032
Current Contract Value	\$234,721,032
Total Actual Cost (Incurred to Date)	\$232,904,608
Percent Complete	99.9%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$15,806,209
*Contingency Index	1.3

*Excludes Betterments



Operations and Maintenance Facility East in Bellevue

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. This annual projection remains constant from month to month for the year. The Year-to-Date (YTD) FTE represents the total actual accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects average actuals through October of 2021 and continues to average down as anticipated as the year progress ahead.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	5.9	0.7
Consultants	2.8	11.0	8.3
TOTAL	8.0	17.0	9.0

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Lynnwood Link Extension

Project Summary

Scope

Limits North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center

Alignment Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.

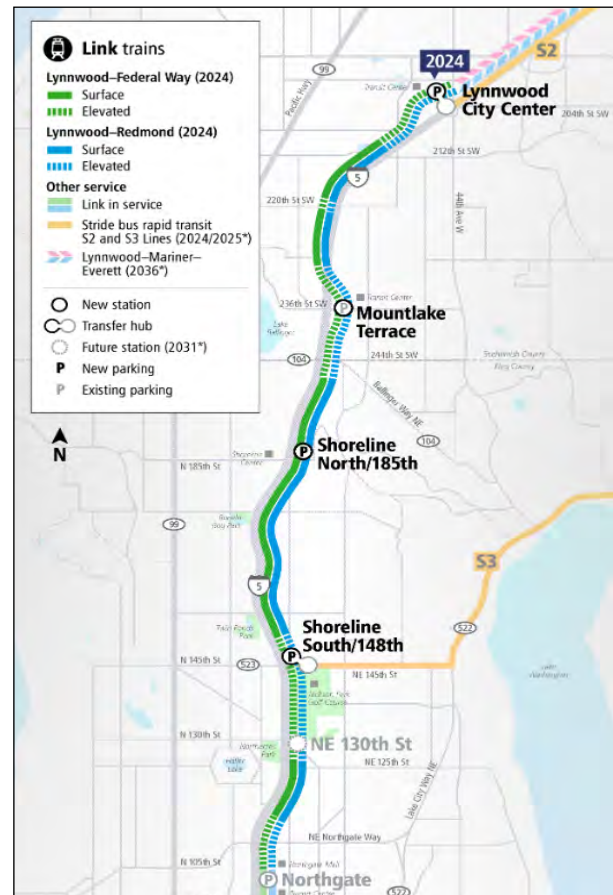
Stations Shoreline South/148th
Shoreline North/185th
Mountlake Terrace
Lynnwood City Center

Systems Signals, traction power, communications, and SCADA.

Phase Construction

Budget \$2.772 Billion (Baseline May 2018)

Schedule Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued placement of pre-stressed concrete girders, precast deck panels, and deck concrete for the aerial guideway, in addition to continuing rail installation on both civil contracts.
- Continued construction of the Shoreline South / 148th Station structure and underground utilities, as well as electrical, mechanical and structural steel at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station including station canopy steel framing, and continued elevator framing and concrete deck placements for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including escalator truss installation (L300).
- Continued construction of the Lynnwood Transit Center Station, including underground utilities and deck concrete for the adjacent parking garage (L300).

Closely Monitored Issues

- Erosion/sediment control are being closely monitored on both civil contracts for compliance during the wet/winter season.
- Milestone dates for guideway handovers to the L800 systems contractor are under active review based on station, garage and wall construction progress.
- Projects for utility infrastructure, local roadway and street improvements, and private development near the station sites are being monitored for coordination purposes.

Link Light Rail Lynnwood Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In October 2021, \$43.0M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, and staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$98.2	\$98.2	\$51.0	\$51.3	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$142.4	\$135.5	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.2	\$68.4	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$12.8	\$10.4	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,904.1	\$1,032.8	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$229.7	\$178.7	\$172.7	\$229.7	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,438.2	\$1,510.2	\$2,771.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,002.2	\$681.9	\$365.6	\$793.1	\$209.1
20 Stations	\$333.8	\$333.8	\$413.1	\$203.4	\$432.7	-\$98.9
30 Support Facilities	\$2.0	\$2.0	\$0.2	\$0.1	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$604.4	\$416.9	\$564.8	-\$138.6
50 Systems	\$244.4	\$244.4	\$194.4	\$40.2	\$216.0	\$28.4
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,894.0	\$1,026.3	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$178.7	\$172.7	\$229.7	\$0.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$448.6	\$365.5	\$311.2	\$448.6	\$0.0
90 Unallocated Contingency	\$292.2	\$83.4	\$0.0	\$0.0	\$83.4	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,438.2	\$1,510.2	\$2,771.6	\$0.0

Link Light Rail Lynnwood Link Extension



Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of \$737.7 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

During the current period, Allocated Contingency decreased by a net amount of \$982k due to construction change orders.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$197.6	7.1%	\$148.0	11.7%
Unallocated Contingency	\$292.2	10.5%	\$83.4	6.6%
Total:	\$737.7	26.6%	\$231.5	18.3%

Contingency by Type

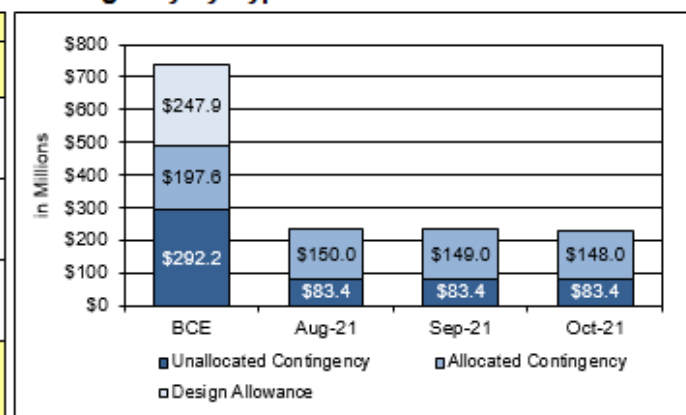
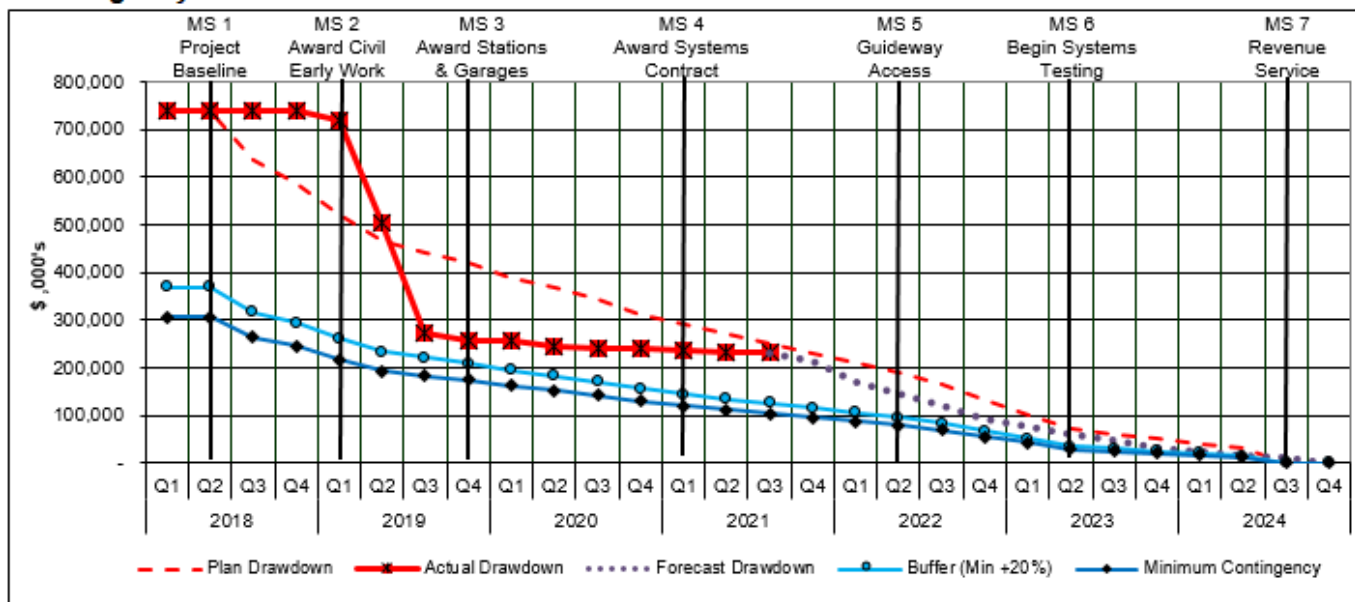


Table figures are shown in millions.

Contingency Drawdown



Link Light Rail Lynnwood Link Extension



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The most recent quantitative risk workshop was held in Q1 2021; the next is planned for Q2 2022.

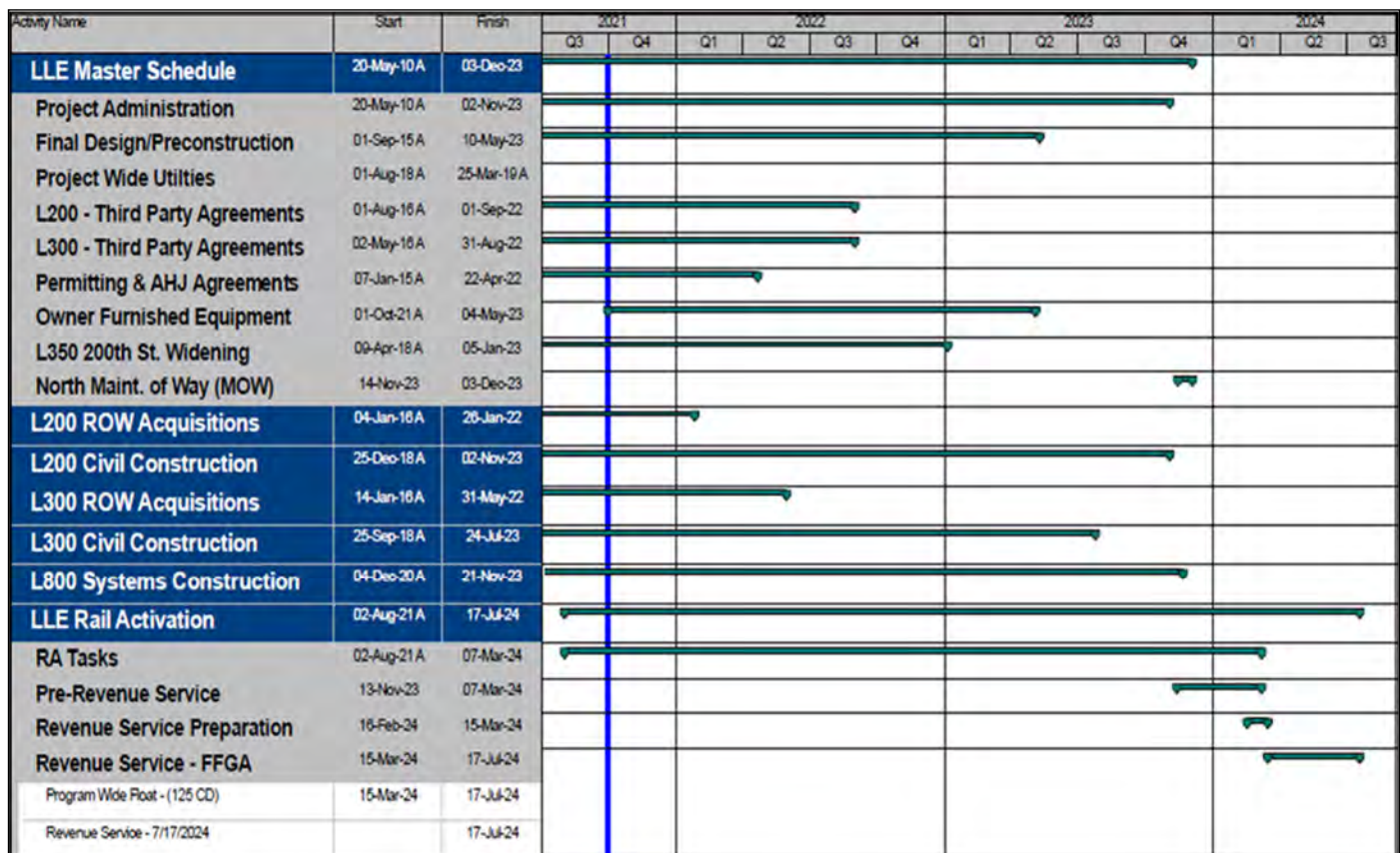
The following are the top project risks:

- Availability and budget for ongoing design support during the construction phase.
- Availability of adequate electrical power for the Shoreline South / 148th station, garage and nearby Traction Power Substation (TPSS) in time to support testing in Q1 2022.
- Requests from third parties / AHJs for additional scope as part of permit inspections / approvals.
- Differing site conditions identified during construction.
- Maintaining positive relationships with GC/CM contractors and a culture of collaboration for each contract.

Project Schedule

Weighted percent complete of the major construction contracts is calculated at 52.3%

The Master Schedule has been updated through October at this time, with the exception of the L300 schedule which has yet to be submitted. The L200 and L800 schedule updates are under review. The L200 civil work continues to be the driving element of the project with the 148th Station construction being the key driver. The project retains 125 days of project float. The L300 update is not expected to change either the critical path of the project, nor the project float.



Link Light Rail Lynnwood Link Extension

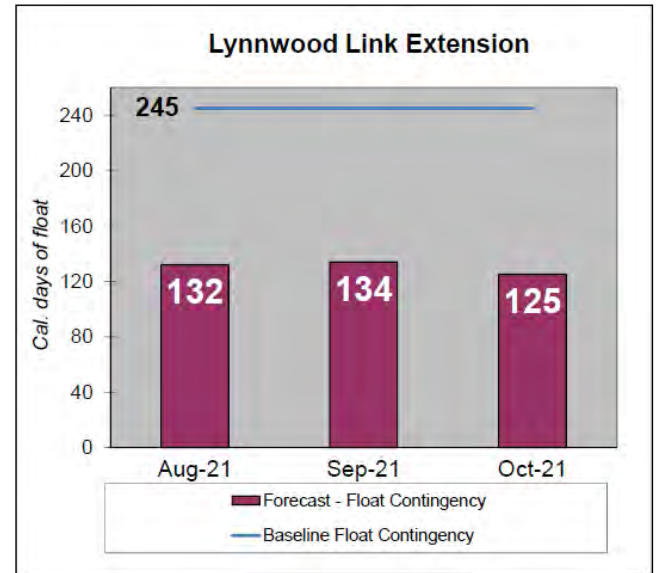


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 125 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained relatively steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

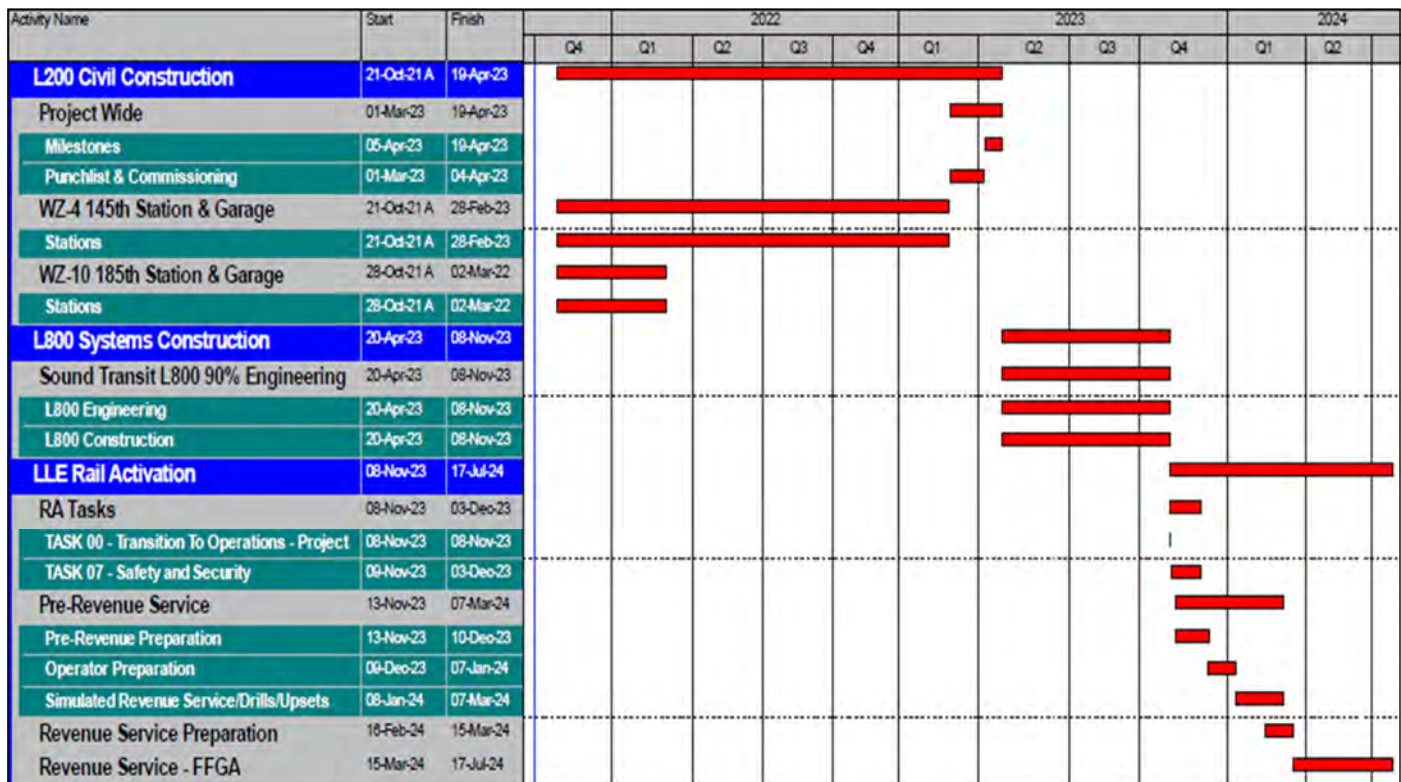
The float reported is based in part on the L200 October update, which is still under review.

The impact of the COVID-19 shutdown is continues to be assessed, and is not reflected in these figures.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The path currently runs through the Shoreline South/148th station foundation work, followed by construction of trackwork, and turnover of the guideway to the L800 contractor. Sound Transit is continuing to work with L200 contractor to resolve outstanding issues noted in the prior schedule submittals. This path remains subject to change with the assessment of COVID-19 impacts and resolution of outstanding planning issues.



Community Engagement

Distributed construction alerts via project page, .gov list server, email and door to door for the following activities around the project site, including:

- Night time off-ramp closures, including 1st Avenue NE, NE Northgate Way, NE 103rd Street, NE 107th Street, NE 130th Street and northbound I-5 to NE 145th Street off-ramp (Exit 175) in Seattle, and NE 175th Street in Shoreline.
- Night work on NE 185th Street from 8th Avenue NE to 5th Avenue NE, near Shoreline Stadium in Shoreline.
- Closures on NE 189th Street, NE 185th Street and 5th Avenue NE, and at NE 183rd Court and NE 182nd Court in Shoreline; full closures at NE 130th, NE 145th Street and 1st Avenue NE; along with a single lane closure at 1st Ave from 112th to NE 115th.
- Nightly 236th Street SW closures in Mountlake Terrace.
- Night time closure of the SR 104 and I-5 Interchange in Shoreline.
- Early morning concrete pours on 8th Avenue NE in Shoreline.

Community Engagement staff also closed out two temporary construction easements and had two property owner meetings.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The Right-of-Way program status for this period is summarized in the following table.

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date *	Relocations Required	Relocations Completed to date
363	400	783	745	387	381
All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. The number of Offers Made are inclusive of offers made to separate owners or interest holders. These numbers will exceed the number of Board Approved parcels. Number of relocations exclude moves that are personal property only. *Total number of parcels available for construction = 339.					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less ST staff, but more consultant staff than planned has been needed for civil final design, design services during construction, and construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	35.0	(7.5)
Consultants	89.0	108.5	19.5
TOTAL	131.5	143.5	12.0
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Construction Safety

Data/Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	3	15	29
Days Away From Work Cases	0	2	4
Total Days Away From Work	0	25	60
First Aid Cases	1	29	65
Reported Near Mishaps	6	32	54
Average Number of Employees on Worksite	751	-	-
Total # of Hours (GC & Subs)	187,824	1,525,195	2,691,213
OSHA Incident Rates	October 2021	Year to Date	Project to Date
Recordable Injury Rate	3.19	1.97	2.16
LTI Rate	0.00	0.26	0.30
Recordable National Average	2.8		
LTI National Average	1.1		
Recordable WA State Average	5.7		
LTI WA State Average	2.0		
Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.			

Link Light Rail Lynnwood Link Extension



Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued installation of concrete decks, curbs and end diaphragms for the elevated guideway.
- Continued direct fixation trackwork installation.
- 148th Station - Concrete placement of elevator and escalator 2 footings.
- 148th Garage - Continued CMU placement and electrical installation on levels 4 and 5.
- 185th Station - Began platform canopy installation and continued stair structural welding.
- 185th Garage - Continued decking concrete on level 2 and continued electrical installation at level 7.

Schedule Summary

The October update forecasts an September 1, 2023 substantial completion date, 45 calendar days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the 148th St. Station. This update, submitted for October, is under review. ST continues to work with SKH toward an acceptable schedule.

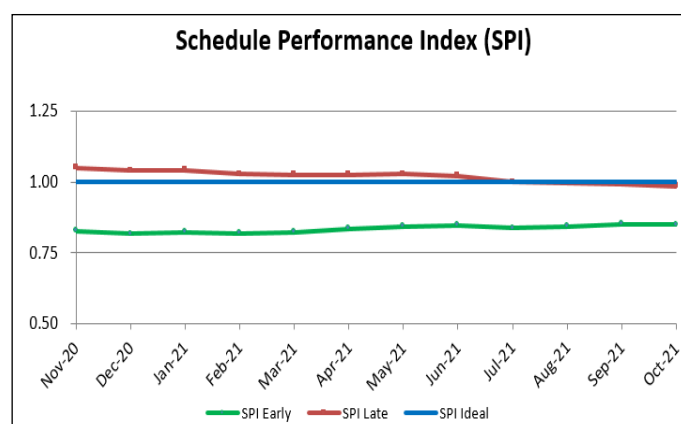
Activity Name	Start	Finish	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18 A	02-Nov-23									
L200 Civil Construction	25-Dec-18 A	02-Nov-23									
Project Wide	25-Dec-18 A	02-Nov-23									
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	12-Jan-23									
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	21-Dec-22									
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	06-Jul-23									
WZ-4 145th Station & Garage	08-Apr-19 A	04-May-23									
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	01-May-23									
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	15-Aug-22									
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	24-Jul-23									
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	17-Oct-22									
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	16-Jun-23									
WZ-10 185th Station & Garage	15-Apr-19 A	18-Apr-23									
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	01-May-23									

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (no change from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.00 (no change from last period).

The SPI indicates progress is trending behind the optimistic schedule dates, but close to plan compared to the late dates.



Link Light Rail Lynnwood Link Extension

Work Zone Overview



Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Continue Mechanically Stabilized Earth (MSE) wall construction.
- Continue installing 148th station canopy steel and MSE walls
- Continue 185th garage level 2 concrete placement and 185th station platform canopy installation.
- Continue ballasted trackwork installation.

Closely Monitored Issues:

- Electrical utility crew availability to supply power feeds on schedule for systems testing.
- Timing of receipt of all permits necessary for construction from third parties.
- Number of field changes due to design inconsistencies.
- Erosion and sediment control during the wet season.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$763,855,370
Current Contract Value	\$852,002,628
Total Actual Cost (Incurred to Date)	\$512,554,963
Percent Complete	55.7%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$12,004,364
Contingency Index	2.0



185th station platform canopy steel

Link Light Rail Lynnwood Link Extension



Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Completed concrete placements at elevated deck level 1 of the Lynnwood City Center garage.
- Continued trackwork and plinth installation at the I-5 overcrossing.
- Continued stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continued installation of electrical vaults and Traction Power Substation.
- Continued soil nail and cast-in-place retaining wall construction.
- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.

Schedule Summary

As of this writing, Skanska's October update has not been submitted. The project overall is expected to remain on schedule, with the critical path driven by the construction of the Lynnwood City Center Parking Garage. Currently planning is underway for the pre-Link service opening of the garage, anticipated to be in late 2022.

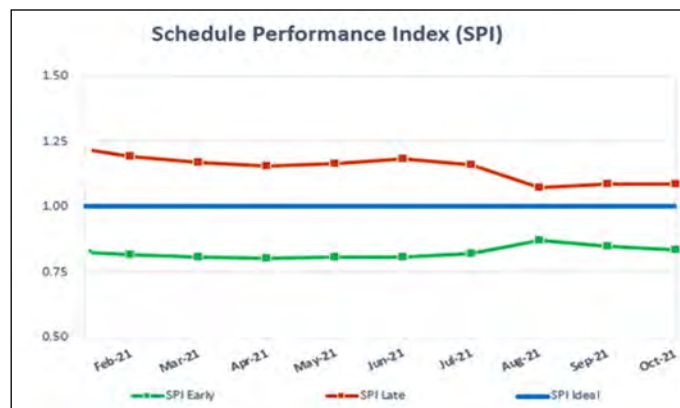
Activity Name	Start	Finish	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
L300 Civil Construction	25-Sep-18 A	24-Jul-23								
L300 Civil Construction	25-Sep-18 A	24-Jul-23								
MILESTONES	25-Sep-18 A	24-Jul-23								
ROW ACQUISITIONS (PARCELS & TCE	04-Jun-19 A	15-Jun-23								
PERMITTING	01-Feb-19 A	04-Nov-21								
SUBMITTALS	12-Apr-19 A	28-Mar-22								
MATERIAL PROCUREMENT	07-Aug-19 A	29-Mar-22								
EARLY WORK	20-Feb-19 A	26-May-23								
CONSTRUCTION	22-Jul-19 A	19-Jul-23								
Main Package Construction Contract Elemer	25-Oct-19 A	19-Jul-23								
Mobilizations	25-Oct-19 A	02-Feb-23								
3rd Party Utilities	22-Jul-19 A	16-Sep-20 A								
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19 A	02-Feb-23								
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20 A	07-Dec-22								
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19 A	30-Jan-23								
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20 A	23-Jun-23								

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.83 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.09 (same from last period).

The SPI trends indicate progress is trending behind the optimistic schedule dates, but work is progressing well compared to the late dates of the schedule.



Link Light Rail Lynnwood Link Extension

Work Zone Overview



Next Period's Activities

- Continue stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continue deck at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue installation of Traction Power Substations foundations.
- Continue Mechanically Stabilized Earth (MSE) and soil nail / cast-in-place retaining wall construction.

Closely Monitored Issues

- Potential unsuitable soil conditions at wall foundations.
- Number of field changes due to design inconsistencies.
- Erosion and sediment control during the wet season.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$792,657,505
Current Contract Value	\$849,544,136
Total Actual Cost (Incurred to Date)	\$467,830,903
Percent Complete	55%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$14,544,136
Contingency Index	1.6



Placing wall rebar

Link Light Rail Lynnwood Link Extension



Contract L800 Lynnwood Link Systems GC/CM

Current Progress

The L800 Contractor, Mass Electric Construction Company, is continuing work as follows:

- Continued working on engineering submittals and subcontract packages.

Schedule Summary

The L800 September schedule update forecasts a 9 day late contract completion of September 18, 2023. The critical path continues to be driven by TPSS submittals. Submittals for TPSS components are currently undergoing multiple revisions. ST is continuing to monitor the progress, as well as looking for opportunities to improve the overall work plan.

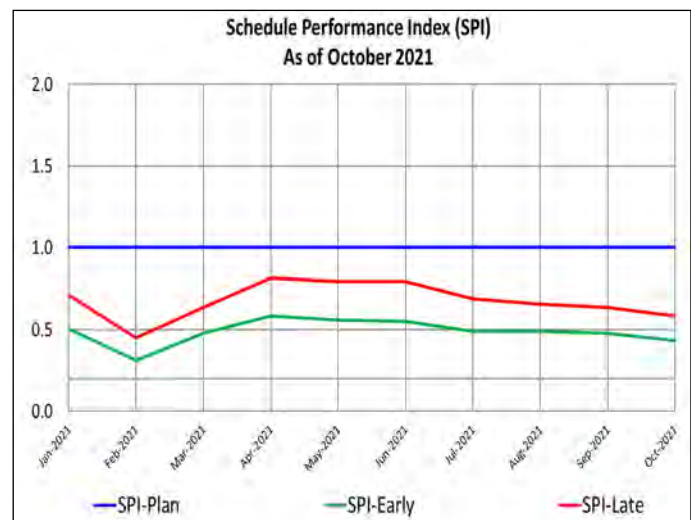
Activity Name	Start	Finish	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L800 Systems Construction	04-Dec-20 A	21-Nov-23									
L800 Systems Construction	04-Dec-20 A	21-Nov-23									
Sound Transit L800 90% Engine	04-Dec-20 A	21-Nov-23									
L800 Engineering	04-Dec-20 A	08-Nov-23									
L800 Milestones	04-Dec-20 A	08-Nov-23									
L800 Submittals	04-Dec-20 A	25-Oct-23									
L800 OCS	01-Jun-21 A	25-Oct-23									
L800 Traction Power/Substations	04-Dec-20 A	31-Aug-23									
L800 Signals	07-Dec-20 A	24-Sep-23									
L800 Communications	01-Feb-21 A	21-Sep-23									
L800 SCADA	05-Jul-22	17-Jun-23									
L800 Construction	04-Dec-20 A	21-Nov-23									
L800 OCS	01-Feb-21 A	23-Jun-23									
L800 Traction Power / Substations	04-Dec-20 A	30-May-23									
L800 Signals	04-Dec-20 A	31-Jul-23									
L800 Communications	04-Dec-20 A	27-Jun-23									
L800 SCADA	01-Jul-21 A	28-Jun-23									
L800 Testing and Commissioning	08-Jul-22	21-Nov-23									

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.43 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.58 (decrease from last period).

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates. Engineering submittals were planned very optimistically in the baseline schedule, and have not been completed as quickly as planned.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), train control signal systems, and communications.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the systems contractor.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$20,251
Current Contract Value	\$148,020,251
Total Actual Cost (Incurred to Date)	\$17,167,120
Percent Complete	16.9%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$20,251
Contingency Index	86.5



Representative Traction Power Substation (TPSS) unit.

Link Light Rail

NE 130th St Infill Station

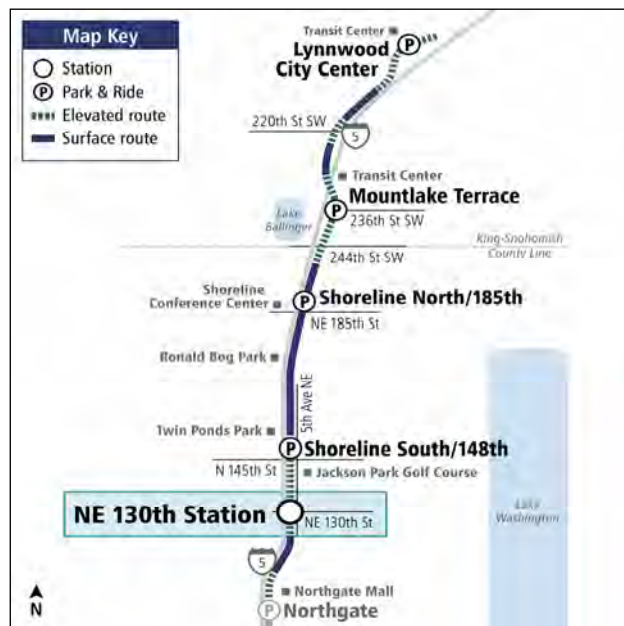
Project Summary

Scope Construct foundation and substructure elements and complete final design for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Phase Final Design / Early Construction

Budget \$36.4 Million

Schedule Target date for station opening: 2025



Map of Project Alignment

Key Project Activities

- Completed D3 civil package Issued for Construction (IFC) documents.
- Continued final design for D3 systems package, nearing Issued for Construction (IFC) documents.
- Continued deck and diaphragm erection as part of the C1 construction package (foundation and substructure).
- Increased project budget by \$7.5 million per Board action for OCS sectionalization and procurement of long lead girders and steel.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in both tables are shown in millions. In October 2021, \$2.6M was incurred. The major project expenditures were for construction, construction services, final design and staffing.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$1.8	\$1.9	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$8.2	\$8.1	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$1.1	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.7	\$0.5	\$0.9	\$0.0
Construction	\$16.0	\$5.5	\$5.1	\$16.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$36.4	\$20.6	\$19.4	\$36.4	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

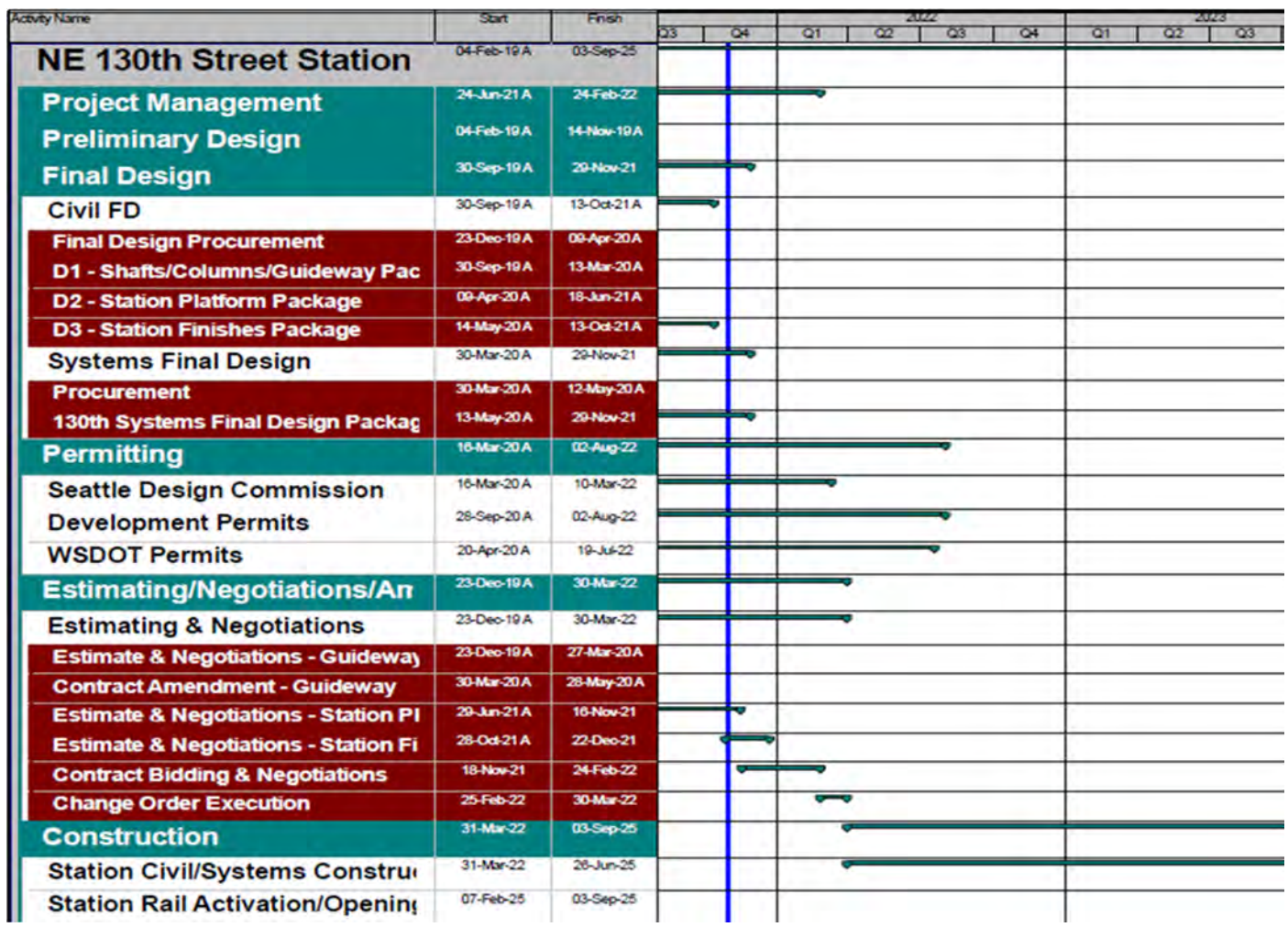
The following are the top project risks identified:

- Local permitting authorities may require additional right-of-way improvements beyond what was budgeted.
- Local electrical utility supplier may need to construct additional upgrades to the power infrastructure to supply the station.
- Potential challenges in synchronizing specific construction milestones with Lynnwood Link.

Project Schedule

Design for the station remains on schedule, with the IFC package for D3 has been delivered and is in review. Permitting activities for the building, WSDOT utility and Street Improvement permits are ongoing. Development of construction and activation schedules is also underway.

Construction of the initial C1 package Deck and Diaphragms are nearing completion. ST and the L200 Contractor are currently in the process of developing estimates, ahead of estimate reconciliation, and negotiations.



Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Creating a template for future online open house along with altering graphics/materials for 2025 project opening.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE Monthly Average through the end of October is above the Planned FTE Monthly Average, with more design staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.5	4.0	(0.5)
Consultants	19.5	26.0	6.5
TOTAL	24.0	30.0	6.0
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.			

Sound Transit Board Actions

Board Action	Description	Date
M2021-63	Advance schedule sensitive procurements for advancing NE 130th Station	10-28-2021

Contract Cost Summary

Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station design and sustainability reports. Final design is nearing completion of the Issue for Construction set of documents for the C3 package.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	\$1,570,864
Change Order Value	\$5,472,984
Current Contract Value	\$7,043,848
Total Actual Cost (Incurred to Date)	\$7,043,848
Financial Percent Complete	100%
Authorized Contingency	\$1,551,541
Contingency Drawdown	\$1,095,389
Contingency Index	1.4

Systems Final Design Overview

Sound Transit executed an amendment with LTK Engineering to perform systems final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating. This period, the systems final design team continued work of the Issued for Construction (IFC) set of documents based on the civil deliverables.

Present Financial Status	Amount
LTK– Systems Final Design	
Original Contract Value	\$299,332
Change Order Value	\$823,076
Current Contract Value	\$1,122,408
Total Actual Cost (Incurred to Date)	\$864,625
Financial Percent Complete	77%
Authorized Contingency	\$110,310
Contingency Drawdown	\$0
Contingency Index	N/A

Construction Overview

Sound Transit executed an amendment to the Lynnwood Link L200 contract with Stacy & Witbeck-Kiewit-Hoffman JV (SKH) for the addition of drilled shafts, columns and crossbeams required for incorporation of the 130th Street station structure into the L200 guideway structure as an “integrated structure.” This is consistent with direction received from Sound Transit Board to progressively advance the station.

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$37,805
Current Contract Value	\$5,037,805
Total Actual Cost (Incurred to Date)	\$5,024,361
Percent Complete	99%
Authorized Contingency	\$500,000
Contingency Drawdown	\$37,805
Contingency Index	13.0

Link Light Rail Northgate Link Extension

Project Summary

Scope

Limits The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.

Alignment The extension begins at UW Station, continues under UW campus, then north to a portal at NE 94th Street, then transitioning to an aerial structure north to Northgate Mall.

Stations U District Station (UDS)
Roosevelt Station (RVS)
Northgate Station and Parking Garage

Systems Signals, track electrification, and SCADA communications

Phase Pre-Revenue Service

Budget \$1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140) Roosevelt Station (N150) and Northgate Station (N160):** The project successfully opened for Revenue Service 10/2/21. The project is now entering its closeout phase, focusing on completion of remaining open project items and documentation of lessons learned.
- **Systems (N830):** The final Building Management System (BMS) update was successfully performed and off-hour verification testing continues through week of Nov 1st.
- **Environmental:** Nothing to report

Closely Monitored Issues

- **N140, N150 and N160** – Nothing to report.
- **N830 Systems** – Team continues to receive, track and close issues that arise post-revenue-service start-up.

Link Light Rail Northgate Link Extension



Project Cost Summary

The project cost is summarized in two cost categories. The first table summarizes cost in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) for the project as of this reporting period is \$1,847.3M, which is \$52.5M below the current project budget, unchanged since last period. This period, approximately \$4.5M was incurred, mostly on the active construction and construction management contracts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$144.9	\$130.4	\$97.9	\$98.4	\$124.9	\$5.5
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$121.8	\$119.4	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$105.0	\$104.3	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$10.4	\$7.5	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,289.3	\$1,274.1	\$1,341.6	\$11.0
ROW	\$112.3	\$112.3	\$102.0	\$102.0	\$111.0	\$1.3
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,741.5	\$1,720.8	\$1,847.3	\$52.5

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$595.6	\$513.7	\$517.0	\$515.6	\$520.9	-\$7.2
20 Stations	\$376.1	\$441.2	\$460.8	\$457.5	\$465.1	-\$23.9
30 Support Facilities: Yard, Shop	\$5.3	\$6.1	\$6.5	\$6.5	\$6.5	-\$0.3
40 Sitework & Special Conditions	\$140.8	\$233.8	\$181.7	\$175.9	\$185.3	\$48.5
50 Systems	\$110.9	\$101.5	\$106.8	\$103.8	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,272.8	\$1,259.3	\$1,295.0	\$1.4
60 Row, Land, Improvements	\$119.9	\$110.9	\$102.0	\$102.0	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	-\$0.2
80 Professional Services	\$420.7	\$424.6	\$366.5	\$359.4	\$423.9	\$0.7
90 Contingency	\$130.4	\$67.9	\$0.0	\$0.0	\$17.3	\$50.7
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,741.5	\$1,720.8	\$1,847.3	\$52.5

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project's final risk register update workshop was held on 6/21/21 and has been discontinued moving forward as the extension has now opened for Revenue Service.

The remaining top project-wide risks are:

- Follow-on Job Order Contractor (JOC) work may cost more or take longer than anticipated.
- Environmental monitoring and remediation at Key Bank and Silver Platters sites may cost more than anticipated.
- Additional requests from other ST departments may increase project costs and prevent timely closeout.

Community Engagement

- Participated in the City of Seattle Northgate Pedestrian Bridge Opening Event.
- Responded to emails and calls regarding Northgate Link opening events and initial operations.
- Opened Northgate Link to the public and staffed ambassadors at all each stations for the first week of service.
- Continued reaching out to properties along Northgate Link alignment to complete Noise and Vibration testing.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects actuals from January 2021 till current reporting month. Project staff support has scaled down faster than anticipated as major civil construction contracts near completion. For the 29 consultant FTEs, we planned for 4 design (including Design Services during Construction) and 25 for construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	30	(12)
Consultants	29	26	(3)
TOTAL	71	56	(15)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

N105 Advance Demolition and Site Prep - Demolition of Key Bank Building, removal of underground storage tanks and remediation of contaminated soil at UDS. Demolition site and site prep at strip mall near the NG Station. (Complete)

N111 Advanced Utility Relocation at Northgate Area - Relocation of 26kV and communication lines at the Northgate Station vicinity. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area. (Complete)

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations. (Complete)

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station (Substantially Complete)

N150 Roosevelt Station Finishes – Civil and architectural finishes work for the Roosevelt Station (Substantially Complete)

N160 Northgate Station & Elevated Guideway & Parking Garage - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track. Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE. (Substantially Complete)

N180 Trackwork - Installation of all trackwork through two tunnels and three stations between UW Station and Northgate Station, including tail track. (Complete)

N830 Track Electrification, Signals, Communication System - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications. (Substantially Complete)

Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion in April 2020. Hoffman focused on the following activities through the end of October 2021:

- Completed all change notice work.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	\$159,836,688
Change Order Value	\$ 14,688,730
Current Contract Value	\$ 174,525,418
Total Actual Cost (Incurred to Date)	\$ 173,207,187
Percent Complete	100.0%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 14,688,730
Contingency Index	1.1

Contract N150 – Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion in September 2019. Hoffman focused on the following activities through the end of October 2021:

- Continued administrative close-out activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	\$152,291,184
Change Order Value	\$ 18,791,006
Current Contract Value	\$ 171,082,190
Total Actual Cost (Incurred to Date)	\$ 170,937,970
Percent Complete	100.0%
Authorized Contingency	\$ 18,914,559
Contingency Drawdown	\$ 18,791,006
Contingency Index	1.0

Contract N160 – Northgate Station, Elevated Guideway, and Parking Garage

Current Progress

The N160 prime contractor, Absher Construction, achieved Substantial Completion in December 2020. Accomplishments through the end of October 2021 include:

- Continued close-out of open change management items.
- Absher demobilized from the site office. Station is under care and custody of Sound Transit Operations.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 19,501,171
Current Contract Value	\$ 193,501,171
Total Actual Cost (Incurred to Date)	\$ 191,909,006
Percent Complete	99.6%
Authorized Contingency	\$ 20,400,000
Contingency Drawdown	\$ 19,501,171
Contingency Index	1.0

Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones in October 2019.

Final contract change order is anticipated in November 2021. ST is currently awaiting final billing to proceed with closeout activities.

- Continue with the Final Acceptance process to fully meet the conditions of GC Article 9.08.A.(iii)
- Certification of the final invoice, process and payment to commence after the process stated above is completed

Closely Monitored Issues

- Communication and coordination between contracts is ongoing, monitoring related activities to bring the contract to a successful close-out.

Cost Summary

Present Financial Status	Amount
N180 Contractor - Stacy and Witbeck, Inc.	
Original Contract Value	\$ 71,455,950
Change Order Value	\$ 4,017,015
Current Contract Value	\$ 75,472,965
Total Actual Cost (Incurred to Date)	\$ 5,472,965
Percent Complete	100.0%
Authorized Contingency	\$ 10,718,393
Contingency Drawdown	\$ 4,017,015
Contingency Index	2.67

Link Light Rail Northgate Link Extension



Contract N830 – Northgate Link Systems, Heavy Civil GC/CM

Current Progress

The N830 Contractor, Mass Electric Construction Co. (MEC) achieved substantial completion in August 2021. MEC is continuing work in the areas below:

- Preformed SIT testing and punchlist work at U District Station (UDS).
- Preformed SIT testing and punchlist work at Roosevelt Station (RVS).
- Preformed SIT testing and punchlist work at Northgate Station (NGS).

Closely Monitored Issues

- COVID-19 impacts continue to be fluid and is being monitored.
- Monitoring the completion of testing and commissioning the Train Control System (TCS).

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$ 104,660,444
Change Order Value	\$ 969,132
Current Contract Value	\$ 105,629,576
Total Actual Cost (Incurred to Date)	\$ 101,801,728
Percent Complete	99.7%
Authorized Contingency	\$ 7,233,022
Contingency Drawdown	\$ 969,132
Contingency Index	7.44

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents N830 Systems only.*

Link Light Rail Tacoma Dome Link Extension

Project Summary

Scope

Limits Federal Way Transit Center to South Federal Way, Fife, East Tacoma, and Tacoma Dome

Alignment The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)

Systems Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)

Phase Planning: Alternative Development/Project Development

Budget \$125.7 Million for Preliminary Engineering Phase 1—Alternative Development Phase 2

Schedule Target Dates:
Tacoma Dome Station, 2032
Parking at South Federal Way & Fife, 2038



Map of Tacoma Dome Link Extension.

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

- Distributed the 10% conceptual design to the Tribes and partnering agencies.
- Held 10% conceptual design walkthroughs with the Cities of Tacoma, Federal Way, and Fife.
- Continued production of the Draft EIS.

Operations and Maintenance Facility South (OMFS)

- Title VI Facility Equity Analysis report completed and published to the website.
- Change order extending consultant services and contract time to February 2022 finalized.

Graphic below depicts addition detail of the project route and station alignments being considered.



Link Light Rail Tacoma Dome Link Extension



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. Project expenditure year to date is 41% less than the planned budget year to October.

The major variances are observed in Administration, PE, and Third Party phases. Selection of a preferred alternative by the ST Board was pushed out from May to December 2021, and as a result of this postponement, ST staff and consultant burn rates were reduced, and planned Third Party review efforts were pushed back to align with the new deliverable dates. Also in ROW phase, fewer property owners were briefed than expected by Community Engagement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.8	\$14.1	\$14.1	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$50.4	\$35.1	\$87.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$6.4	\$2.2	\$0.9	\$6.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$5.4	\$1.0	\$0.3	\$5.4	\$0.0
Total	\$125.7	\$67.7	\$50.4	\$125.7	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$4.4	\$1.0	\$0.3	\$4.4	\$0.0
80 Professional Services	\$114.4	\$66.4	\$50.1	\$114.4	\$0.0
90 Unallocated Contingency	\$6.9	\$0.0	\$0.0	\$6.9	\$0.0
Total (10 - 90)	\$125.7	\$67.4	\$50.4	\$125.7	\$0.0

Risk Management

The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. Sound Transit will continuously monitoring project status and associated risks. ST will take mitigation actions for known risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

The Q3 2021 risk review workshop was held in October 2021. The following are the top project wide risks:

- Encounter artifacts and /or human remains (tribal) during construction causing major delays and/or need to change alignment.
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements (i.e.- Construction type challenges), thus increasing project costs.
- OMFS can't be built in time for ST3 vehicle schedule. This schedule concern could happen during alternatives development, environmental, design, or construction phases.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- City of Tacoma requests pedestrian bridge crossing I5 in East Tacoma (Portland Ave. station) which was not included in ST3 scope assumption. Delays caused by local AHJ reviews.
- Community concerns and comments result in delays to design approval.
- The two alternative sites in Federal Way may require multiple road vacations. The city may require exceptional public benefit.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Lack of federal funding for public transit projects could delay the project.
- Contaminated soil and/or groundwater are discovered during OMF S construction resulting in increased costs (applies to all sites).
- New commercial development on affected parcels drives the ROW cost higher.

Link Light Rail Tacoma Dome Link Extension



Tacoma Dome Link Extension

Current Progress

- Preparations for the inner-agency Passenger Persona Workshops, focusing on the passenger experience to inform design.
- Collaborated with the City of Federal Way regarding Code Amendment language related to parking requirements.
- Coordination with Bonneville Power Administration regarding reimbursement agreement.
- Met with City of Tacoma on 10/18 to discuss development proposals proximate to the potential alignment of the Tacoma Dome station as well as slope and sewer easements in the area.

Community Engagement

- Provided a briefing to the City of Tacoma on the 10% Design (virtual meeting on 10/4)
- Provided a briefing to WSDOT and FHWA on the 10% Design (virtual meeting on 10/5)
- Provided a briefing to the City of Federal Way on the 10% Design (virtual meeting on 10/5)
- Provided a briefing to the City of Fife on the 10% Design (virtual meeting on 10/6)
- Attended monthly meeting for the New Tacoma Neighborhood Council (virtual meeting on 10/13)
- Provided a briefing to the property owners of 301 E 26th Street (virtual meeting on 10/14)
- Provided a briefing to the Puyallup Tribe of Indians on the 10% Design (virtual meeting on 10/19)

TDLE Project Schedule

Below is the summary schedule as of October 31, 2021. The project continues to forecast a publication of the Draft Environmental Impact Statement in Q3 2022.

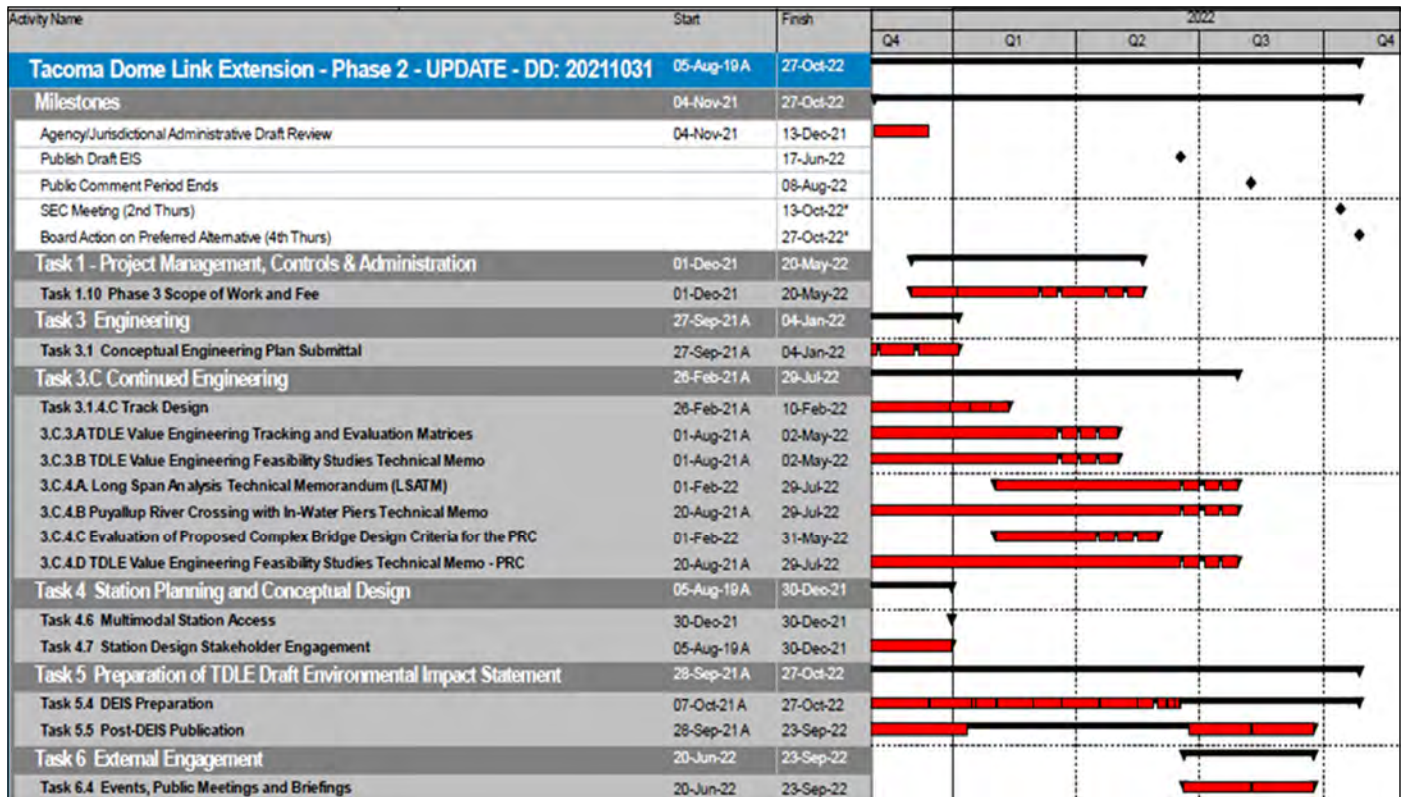
Activity Name	Start	Finish	2022					2023
			Q4	Q1	Q2	Q3	Q4	Q1
Tacoma Dome Link Extension - OCT 2021 Update	22-May-17 A	31-Dec-32						
Key Milestones	25-Jul-19 A	31-Dec-32						
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	06-Jan-18 A						
Conceptual Engineering - (Phase II)	05-Aug-19 A	20-Oct-22						
Milestones	15-Apr-22	20-Oct-22						
Publish Draft EIS		15-Apr-22						
SEC Meeting (2nd Thurs)		13-Oct-22*						
Phase II ST Board Confirms/Revises Preferred Alternative for TDLE		20-Oct-22*						
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20211031	05-Aug-19 A	11-Oct-22						
Milestones	05-Aug-19 A	11-Oct-22						
Task 1 - Project Management, Controls & Administration	05-Aug-19 A	11-Oct-22						
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	11-Oct-22						
Task 3 Engineering	05-Aug-19 A	24-Nov-21						
Task 3.C Continued Engineering	02-Dec-20 A	27-May-22						
Task 4 Station Planning and Conceptual Design	05-Aug-19 A	11-Oct-22						
Task 5 Preparation of TDLE Draft Environmental Impact Statement	05-Aug-19 A	11-Oct-22						
Task 6 External Engagement	05-Aug-19 A	11-Oct-22						
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	11-Oct-22						
Task 8 GIS and Graphics	05-Aug-19 A	11-Oct-22						
Task 10 Supplemental Services	08-Jun-20 A	08-Oct-21 A						
Task 12 - Optional Tasks	27-Feb-20 A	27-Aug-21 A						

Link Light Rail Tacoma Dome Link Extension



TDLE Critical Path Analysis

This critical path for is running thru Phase II publishing of the DEIS and ST Board Preferred Alternative identified an order to maintain a Revenue Service target date completion of 2032 for TDLE.



Link Light Rail Tacoma Dome Link Extension



Operations and Maintenance Facility South

Current Progress

- Continued Phase 3 scope of work development, including ST interdisciplinary independent cost estimating workshops.
- Various briefing presentations drafted and developed for Subareas, CEO, November/December SEC and Board meeting.
- Agendas and meeting presentations developed for meetings with FW, Kent, SPU and IAG
- Reinitiating of Field Work and ROW meetings to track development of right of entries for prioritized geotech borings

Community Engagement

- Attended monthly meeting with the City of Federal Way (virtual meeting on 10/21)
- Provided a briefing to a commercial property owner within the 344th site (virtual meeting on 10/22)

OMF South Project Schedule

Below is the summary schedule as of Oct 31, 2021. ST Board Selects Preferred Alternative is forecasted to happen in Q1 2022.

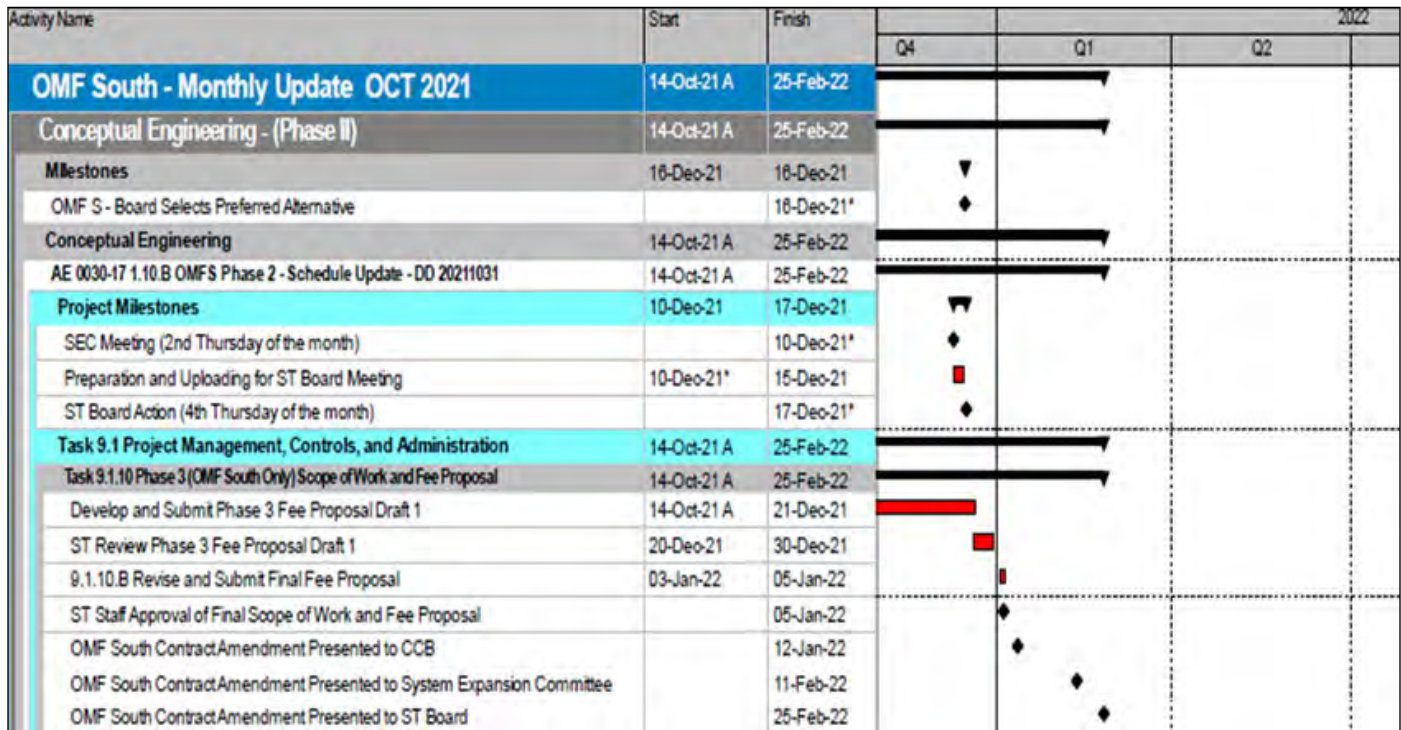
Activity Name	Start	Finish	2022					2023
			Q4	Q1	Q2	Q3	Q4	
OMF South - Monthly Update OCT 2021	30-Apr-18 A	13-Jan-23						
Alternative Analysis - (Phase I)	30-Apr-18 A	04-Mar-21 A						
Conceptual Engineering - (Phase II)	03-Jul-19 A	13-Jan-23						
Milestones	16-Dec-21	13-Jan-23						
OMF S - Board Selects Preferred Alternative		16-Dec-21*						
OMF S - Board Selects Preferred Alternative		16-Dec-21*						
OMF S - Phasegate #2 Meeting		27-Jan-22*						
OMF S - Board Selects Delivery Method		27-Jan-22*						
OMF S - Final SEPA/Final EIS with NEPA/DCE Issued		16-Nov-22						
OMF S - ST Board Selects Project to be Built		15-Dec-22						
OMF S - Phasegate #3 Meeting		13-Jan-23						
Project Management	16-Dec-21	30-Dec-21						
Conceptual Engineering	03-Jul-19 A	01-Mar-22						
OMF S - Conceptual Engineering Plan NTP	03-Jul-19 A							
AE 0030-17 1.10.B OMFS Phase 2 - Schedule Update - DO 20211031	03-Jul-19 A	25-Feb-22						
Project Milestones	03-Jul-19 A	17-Dec-21						
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	25-Feb-22						
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A						
Task 9.3 Engineering	03-Jul-19 A	20-Dec-21						
Task 9.4 Cost Estimating and Construction Support	01-Oct-19 A	12-Dec-20 A						
Task 9.5 OMF South Environmental	03-Jul-19 A	20-Dec-21						
Task 9.6 OMF South External Engagement	03-Jul-19 A	20-Dec-21						
Task 9.7 GIS and Graphics	03-Jul-19 A	11-Jun-21 A						
Task 9.8 Detailed Evaluation of Landfill Site Reuse	03-Jul-19 A	11-Jun-21 A						
CE Plan Submittal (10%)	03-Jul-19 A	01-Jul-20 A						
ACE Plan Submittal (20%)	30-Jun-20 A	05-Mar-21 A						
Detailed Evaluation of Landfill Site Reuse	30-Sep-21	01-Mar-22						

Link Light Rail Tacoma Dome Link Extension



OMF South Critical Path Analysis

This critical path for is running thru Phase II getting to the ST Board Preferred Alternative identified, preparation for Phase Gate 2 to establish delivery method, bridging documents required in order to enter Final Design to Construction start the Request for Proposal (RFP) Design Build in order to maintain 2030 project completion.



Link Light Rail Tacoma Dome Link Extension



Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Project Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 58.5 average FTEs per month for the year 2021. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. This underrun rate is expecting to be continued as board action on preferred alternative was pushed out.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	19.6	(10.4)
Consultants	28.5	15.9	(12.6)
TOTAL	58.5	35.5	(23.0)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

Link Light Rail West Seattle and Ballard Link Extensions

Project Summary

Scope

West Seattle

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS includes alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.

Ballard

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS includes alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

Budget

\$285.9 M through completion of Preliminary Engineering

Schedule

Target dates:

West Seattle Extension: 2032



Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork activities in support of environmental and engineering evaluation.
- Briefed community groups virtually as requested. Provided overview of outreach, project goals, agency roles and near-term opportunities for engagement.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Link Light Rail West Seattle and Ballard Link Extensions



Project Cost Summary

The West Seattle and Ballard Link Extensions are voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$25M in 2021 for coordinating Draft EIS development, conceptual engineering; project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$63.1	\$22.8	\$22.8	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$93.1	\$85.0	\$205.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$11.4	\$3.1	\$1.3	\$11.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$6.0	\$3.0	\$2.4	\$6.0	\$0.0
Total	\$285.9	\$122.0	\$111.4	\$285.9	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.0	\$3.0	\$2.4	\$5.0	\$0.0
80 Professional Services	\$263.4	\$119.0	\$109.0	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$122.0	\$111.4	\$285.9	\$0.0

Link Light Rail West Seattle and Ballard Link Extensions



Risk Management

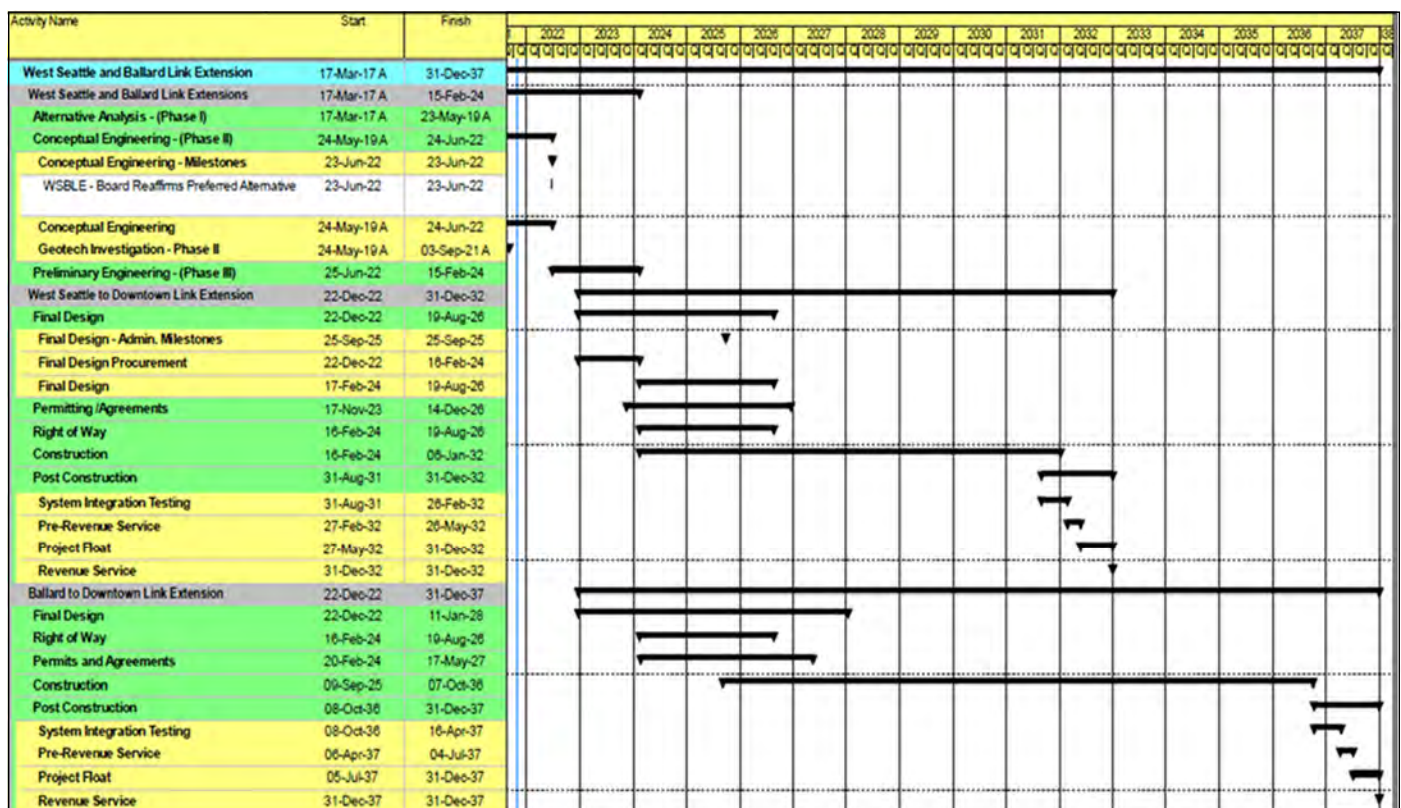
Sound Transit has a vigorous risk management program and is committed to identifying, assessing, and monitoring risks and implementing risk reduction/mitigation actions. Risk Assessment for the West Seattle and Ballard Link Extensions Project is being conducted together with the Project Development process.

Project issues and risks identified at this stage include:

- Reaching stakeholder consensus on a preferred alternative, including third party funding;
- Complexity of alignments in constrained environment with challenging topography and waterway crossings;
- Complexity associated with tunneling through a mature urban environment;
- Potential construction effects in a constrained environment;
- Potential effect on Central Link operations during construction;
- Right-of-way and property impacts;
- Budget risk due to higher current real estate costs and construction costs.

Project Schedule

The Board of Directors announced their realignment decision in August which includes target dates of 2032 for the West Seattle Extension and 2037 for the Ballard Extension. The schedule below has been updated to represent these dates. Phase 3 Preliminary Engineering approval is expected in 2nd/3rd Quarter 2022.



Link Light Rail West Seattle and Ballard Link Extensions



Community Engagement

- Prepared and staffed six briefings and events in October 2021 to provide communities along the project corridor with opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were:
 - Seattle Center Organizations, October 1, 2021
 - Seattle Center / Seattle International Film Festival, October 8, 2021
 - Door-to-Door Chinatown-International District Business Outreach, October 17, 2021
 - Denny Triangle Neighborhood Association, October 19, 2021
 - Vietnamese Community Facebook Group, October 24, 2021
 - Seattle Mariners, October 26, 2021
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.
- Prepared and staffed one briefing to property owners.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects January-October actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	34.3	32.5	(1.8)
Consultants	50.0	35.5	(14.5)
TOTAL	84.3	67.9	(16.4)

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

Progress Report Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

October | 2021



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



Auburn Station Parking and Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Auburn Station. The purpose of the project is to improve access to the existing Auburn Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Kent Station Parking and Access Improvements: Project includes alter natives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Kent Station. The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: This project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Station Access Improvements: Project includes environmental documentation, design, and construction of station access improvements at or around Sumner Sounder Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder Commuter Rail Program Overview



Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Auburn Station Access Improvement	\$12.6	\$6.8	\$4.5	\$12.6	\$0.0
Kent Station Access Improvements	\$16.8	\$8.0	\$5.6	\$16.8	\$0.0
Lakewood Station Access Improvement	\$2.0	\$1.4	\$1.1	\$2.0	\$0.0
Puyallup Station Access Improvements	\$79.1	\$71.2	\$54.4	\$79.1	\$0.0
Sounder South Capacity Expansion	\$17.4	\$5.1	\$4.0	\$17.4	\$0.0
South Tacoma Station Access Improvements	\$1.5	\$1.0	\$0.8	\$1.5	\$0.0
Sumner Station Access Improvements	\$17.8	\$16.2	\$13.0	\$17.8	\$0.0
Total	\$147.2	\$109.7	\$83.3	\$147.1	\$0.0

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Project Name	Start	Finish	2020					2021					2022			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
South Corridor	01-May-15	16-Apr-22														
Sounder Commuter Rail - South	01-May-15	16-Apr-22														
Station Access - South	01-May-15	16-Apr-22														
S300017 - Puyallup Station Access Improvements	01-May-15	16-Apr-22														

Sounder Commuter Rail

Auburn Station Parking and Access Improvements



Project Summary

Scope	The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers. Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.
Phase	Complete Environmental/Enter Design & Construction
Budget	\$12.6 Million
Schedule	Target Date: 2025



Improving access to Sounder Auburn Station

Key Project Activities

- Team continued to work with DBPM to determine packaging and cost saving strategies for Kent/Auburn/Sumner garages.
- Finalizing appraisals for full property acquisition, initiating appraisals for Temporary Construction Easements (TCEs).
- Executed agreement with the City of Auburn to contribute to the City's planned A Street Loop project in lieu providing traffic mitigation.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by \$87K. The incurred cost increased from \$4.39M to \$4.48M. The majority of this period's costs are attributed to staff costs and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.4	\$1.7	\$1.7	\$2.4	\$0.0
Preliminary Engineering	\$3.4	\$2.9	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.1	\$2.0	\$0.0
3rd Party Agreements	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Construction	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
ROW	\$3.8	\$0.4	\$0.1	\$3.8	\$0.0
Total	\$12.6	\$6.8	\$4.5	\$12.6	\$0.0

Sounder Commuter Rail

Auburn Station Parking and Access Improvements



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team plans to conduct a risk assessment workshop in 2022 to identify all the potential risks during design and construction.

The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for December 2021.

The following are the top project wide risks:

- Complexity of property acquisition resulting in a delay to the start of construction
- New building codes impact the project (seismic requirements)
- Additional scope and project change requests from Stakeholders

Project Schedule

The Board of Directors announced their realignment decision August 2021. ST has made some schedule adjustments in accordance with this direction. Schedule activities which funding agreement, contract, statement of work, or similar commitment have been executed, are shown.

The project team has engaged the current Design Build Project Management (DBPM) team to help development of the Design-Build Project Requirements, issuance of the Design-Build Procurement RFQ and Baselineing.

Other activities underway include initiating property appraisal and condemnation activities, expected Q3 2023.

Activity Name	Start	Finish	2021				2022		
			Q1	Q2	Q3	Q4	Q1	Q2	
S300041 - Auburn Station Access Improvements - DB MS	24-Feb-16A	31-Dec-25							
Alternative Analysis (Phase I)	24-Feb-16A	15-Nov-17A							
Conceptual Engineering (Phase II)	22-Mar-18A	07-Jun-22							
Preliminary Engineering (Phase III)	13-Dec-18A	09-Aug-22							
Permits and Agreements	30-Sep-19A	15-Sep-22							
Right of Way	09-May-19A	01-Sep-23							
Design-Build Project Management (DBPM)/Construction Services	02-Jan-20A	19-Jun-25							
Design-Build Contract (DB)	05-Aug-21A	19-Jun-25							
Design-Build Contract-Procurement	05-Aug-21A	01-Jun-23							
Design-Build Contract-Design and Construction	02-Jun-23	19-Jun-25							
Const - Misc / Other / Env Mitigation	09-Feb-22	19-Jun-25							
Post Construction	20-Jun-25	31-Dec-25							
Transition to Operations	20-Jun-25	19-Jul-25							
Project Float	20-Jun-25	31-Dec-25							
Open For Service	31-Dec-25	31-Dec-25							

Sounder Commuter Rail Auburn Station Parking and Access Improvements



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

This month the project focused on packaging and evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The Variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels the remainder of this year and into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.5	(2.1)
Consultants	3.0	0.3	(2.7)
TOTAL	6.6	1.8	(4.8)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail

Kent Station Parking and Access Improvements

Project Summary

Scope The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.

Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.

Phase Complete Environmental/Enter Design & Construction

Budget \$16.8 Million

Schedule Target Date: 2025



Improving access to Sounder Kent Station

Key Project Activities

- Continue negotiations with the city to execute a Development Agreement
- Team continued to work with DBPM to determine packaging and cost saving strategies for Kent/Auburn/Sumner garages.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditure increased by \$87K. The incurred cost increased from \$5.53M to \$5.62M. The majority of this period's costs are attributed to staff costs, ROW activities and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.7	\$1.9	\$1.9	\$2.7	\$0.0
Preliminary Engineering	\$3.4	\$3.2	\$2.7	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.1	\$2.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
ROW	\$8.2	\$1.2	\$1.0	\$8.2	\$0.0
Total	\$16.8	\$8.0	\$5.6	\$16.8	\$0.0

Sounder Commuter Rail

Kent Station Parking and Access Improvements



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in October 2021.

The following are the top project wide risks:

- Real Estate: Potential challenge to purchase specific parcels for the realigned of Railroad Avenue.
- Geotechnical: Unknown contaminated soils underneath existing building.

Project Schedule

The Board of Directors announced their realignment decision August 2021. ST has been working on making some schedule adjustments in accordance with this direction. Schedule activities for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown.

The project team has engaged the current Design Build Project Management (DBPM) team to help develop Design-Build Project Requirements, issuance of the Design-Build Procurement RFQ and Baselineing.

Other activities underway include initiating property appraisal and condemnation activities, negotiating Development Agreement with the City of Kent and negotiating King County Metro agreement and contribution for bus layover accommodation expected in Q2 2022.

Activity Name	Start	Finish	2021				2022		
			Q1	Q2	Q3	Q4	Q1	Q2	
S300035 - Kent Station Access Improvements - DB MS	24-Feb-16A	31-Dec-25							
Alternative Analysis (Phase I)	24-Feb-16A	15-Nov-17A							
Conceptual Engineering (Phase II)	22-Mar-18A	07-Jun-22							
Preliminary Engineering (Phase III)	13-Dec-18A	09-Aug-22							
Permits and Agreements	01-Apr-19A	15-Sep-22							
Right of Way	17-Jan-19A	01-Sep-23							
Design/Build Project Management (DBPM)/Construction Services	02-Jan-20A	19-Jun-25							
Design-Build Contract (DB)	05-Aug-21A	19-Jun-25							
Design-Build Contract-Procurement	05-Aug-21A	01-Jun-23							
Design-Build Contract-Design and Construction	02-Jun-23	19-Jun-25							
Post Construction	20-Jun-25	31-Dec-25							
Transition to Operations	20-Jun-25	01-Aug-25							
Project Float	20-Jun-25	31-Dec-25							
Open For Service	31-Dec-25	31-Dec-25							

Sounder Commuter Rail

Kent Station Parking and Access Improvements



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

This month the project focused on the review of the Development Agreement with the City of Kent. Work advanced on the review of the Development Agreement with the City of Kent. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The Variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels the remainder of this year and into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.6	(3.4)
Consultants	3.0	0.3	(2.7)
TOTAL	8.0	1.9	(6.1)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Lakewood Station Access Improvements

Project Summary

Scope This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase Planning Phase 1—Alternatives Analysis

Budget \$1.96 Million

Schedule Target Date: 2030



Lakewood Station in Pierce County.

Key Project Activities

- Continued to evaluate potential improvements.
- Conducted community and stakeholder engagement to gather input on potential improvements and possible alternates.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Sounder Commuter Rail

Lakewood Station Access Improvements



Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by \$83K with the majority of the amount coming from staff costs and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.5	\$0.4	\$0.4	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.4	\$1.0	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.3	\$0.3	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$1.9	\$1.4	\$1.1	\$1.9	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for December 2021. Since the project is in early planning, we will learn more about potential risks at the next phase of design.

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule.
- There may be too many recommendations that exceed the financial plan budget and schedule.

Sounder Commuter Rail

Lakewood Station Access Improvements



Project Schedule

The Board of Directors announced their realignment decision August, 2021. ST has made schedule adjustments in accordance with this direction. Schedule activities for which a funding agreement, contract, statement of work, or similar executed commitment are shown below.

Phase 1 - Alternative Development NTP was issued in December 2020 and expected to complete in Q1 2022. Consultant is currently working on Task 5 (Alternative Refinement & Identification of Preferred Alternatives) and Task 3 (Stakeholder Involvement).

Activity Name	Start	Finish	2021					2022			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lakewood Station Access Improvements - M	18-Feb-20 A	31-Dec-30									
Preliminary Engineering	18-Feb-20 A	28-Mar-24									
Phase I - Alternative Analysis	18-Feb-20 A	24-Feb-22									
Alternative Analysis Admin	18-Feb-20 A	05-Aug-21 A									
Alternative Analysis Procurement	25-Sep-20 A	04-Dec-20 A									
Alternative Analysis	01-Oct-20 A	24-Feb-22									
Prepare Cost Estimate	01-Oct-20 A	15-Oct-20 A									
Submit Cost Estimate	16-Oct-20 A	30-Oct-20 A									
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20 A	04-Dec-20 A									
Alternatives Development	04-Dec-20 A	27-Dec-21									
Board Identifies DEIS Alts. & Prelim Preferred Alt	27-Jan-22	24-Feb-22									
Phase II - Conceptual Engineering	24-Feb-22	23-Feb-23									
Phase III - Preliminary Engineering	24-Feb-23	28-Mar-24									
Right of Way	30-Oct-21	29-Oct-23									
Final Design	29-Mar-24	31-Jul-26									
Construction	01-Aug-26	26-Sep-28									
Post Construction	27-Sep-28	31-Dec-30									

Community Engagement

- Held an online open house Oct. 6-26 to gather feedback on potential improvements and possible alternates. Over 900 people visited the site, and 28 people completed online surveys about Lakewood.
- We also organized an information table at Lakewood Station on Oct. 14.
- Held a virtual Q&A Session on Oct. 20.

Sounder Commuter Rail

Lakewood Station Access Improvements



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the project initiation and initial identification of improvements took less effort than planned. Staffing is anticipated to grow to planned levels the evaluation of the improvements gets underway.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.2	1.5	(0.7)
Consultants	2.1	1.7	(0.4)
TOTAL	4.3	3.3	(1.1)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements

Project Summary

Scope The project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The project includes an new 500-space parking garage, new surface parking with approximately 165 spaces, and includes a pedestrian bridge over 5th Street Northwest.

Phase Final Design and Construction

Budget \$79.1 Million

Schedule Open for Service: Q2 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway due to recently completed negotiations with the City impacting previously forecast Design Build Notice To Proceed (NTP) date.
- Fire protection/drainage pipes, electrical rough-in work, and installation of cable barriers continue.
- Continued paint application at the garage ceiling, stairs, east abutment, tension mesh support steel at the garage exterior, and the interior of the pedestrian bridge.
- Tension mesh installation at garage level 1.
- Planning for Operability Assessment (OA) workshop and Phase Gate 5 Enter Operations action continue.

Closely Monitored Issues

- Coordination of work with BNSF and the City to execute off site intersection and signal improvements
- Replacement of intersection signal cabinet and signal pole fabrication and delivery timelines.
- Aligning internal ST resources to successfully complete close out process and turn over to Operations / Facilities.
- Project continues to track and monitor increasing cost and schedule pressures.

Sounder Commute Rail

Puyallup Station Access Improvements



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by \$3.9M. The incurred cost increased from \$50.6M to \$54.5M. The majority of this period's costs are attributed to staff costs, construction management services, right-of-way activities and \$3.5M for the Design-Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$4.6	\$3.9	\$3.9	\$4.6	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.2	\$5.1	\$4.6	\$3.6	\$5.1	\$0.0
3rd Party Agreements	\$2.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0
Construction	\$58.4	\$60.0	\$53.5	\$37.8	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.5	\$6.4	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$71.2	\$54.4	\$79.1	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$47.1	\$31.2	\$29.1	\$21.3	\$31.2	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$10.0	\$8.5	\$5.2	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$1.4	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$39.9	\$27.9	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.5	\$6.4	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$24.7	\$20.1	\$25.8	\$0.0
90 Unallocated Contingency	\$3.7	\$1.2	\$0.0	\$0.0	\$1.2	\$0.0
Total (10 - 90)	\$79.1	\$79.1	\$71.2	\$54.4	\$79.1	\$0.0

Sounder Commute Rail

Puyallup Station Access Improvements



Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of \$14.6 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was decreased by \$150K due to an executed change order for the S300017 contract.

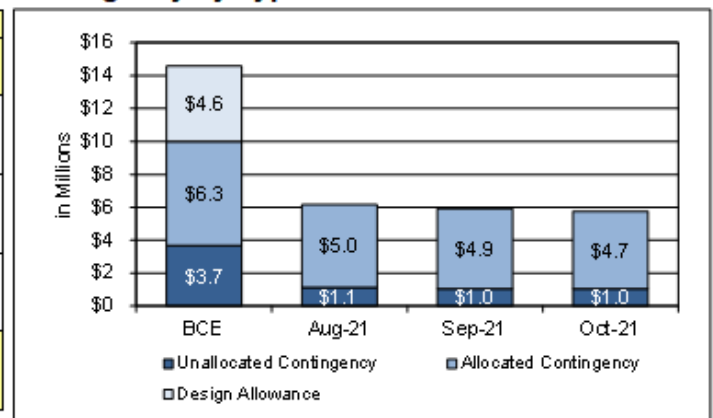
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reflects no change.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$6.3	8.0%	\$4.7	21.9%
Unallocated Contingency	\$3.7	4.7%	\$1.0	4.9%
Total:	\$14.6	18.4%	\$5.8	26.7%

Table figures are shown in millions.

Contingency by Type



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in August 2021. The next risk register update is scheduled for November 2021.

The following are the top project wide risks:

- Ordering of long lead items required for the completion of off site intersection work (signal poles) delayed by extended permit approval process.
- Coordination of the BNSF, Design Builder and City of Puyallup to execute off-site improvements (Intersection and Signal upgrades) in a timely manner.
- Need to complete agreement regarding use of availability of parking during off hours with City.

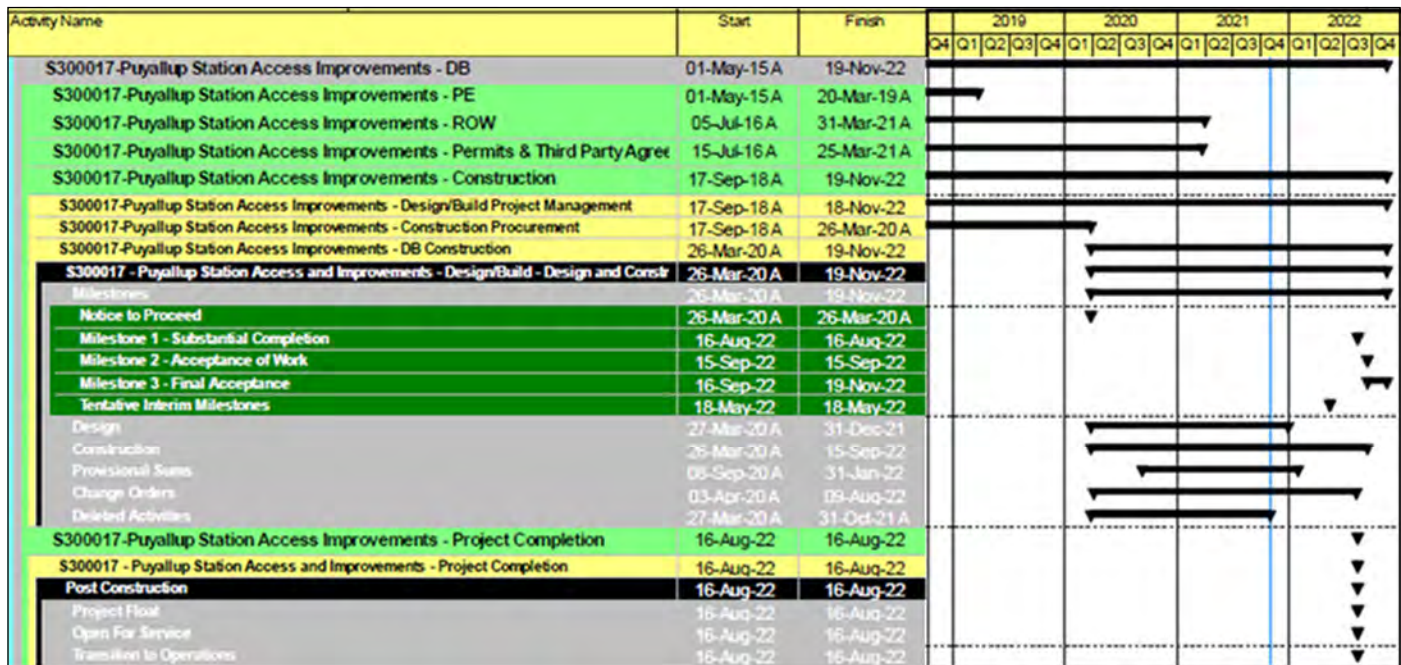
Sounder Commute Rail

Puyallup Station Access Improvements



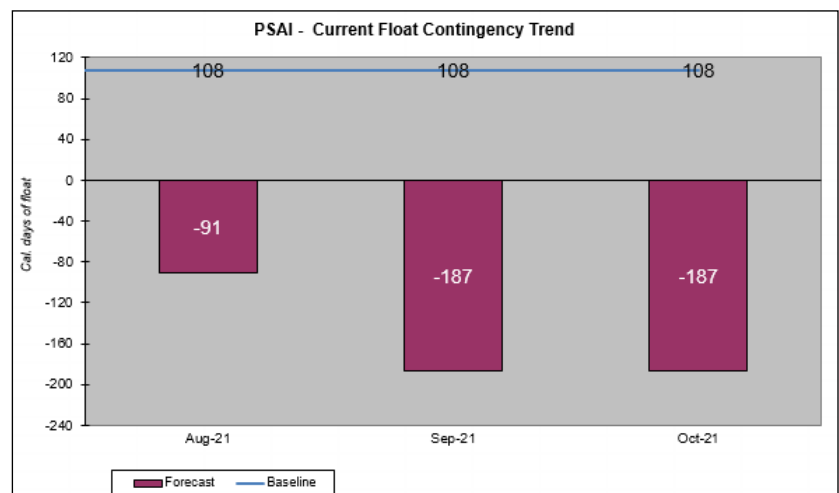
Project Schedule

This month the weighted percent complete for the schedule is 72.62%. Notice to Proceed was issued to the contractor in the first quarter of 2020 to commence design and the contractor mobilized on site Q3 2020. The schedule update for this period is under review. The contractor is currently dealing with design delays due to changes to proposed traffic mitigation and is looking at possible mitigation for these impacts. Parking Garage completion is currently projected for August 2022 which is approx. 6 months behind but open for service may be constrained by the traffic mitigation design delays that are pushing project completion into Q4 2022.



Project Float

The Puyallup station access improvements was baselined with 108 days of project float. Currently, the project is currently calculated to miss the February 10, 2022 open for service date by 187 calendar days due to delays to traffic mitigation design and is reporting a Q3 completion. ST and the contractor are working diligently to reduce these impacts to the project. The parking garage and surface parking on-site construction is also falling behind this period but the schedule update is currently under review.



Sounder Commute Rail Puyallup Station Access Improvements



Critical Path Analysis

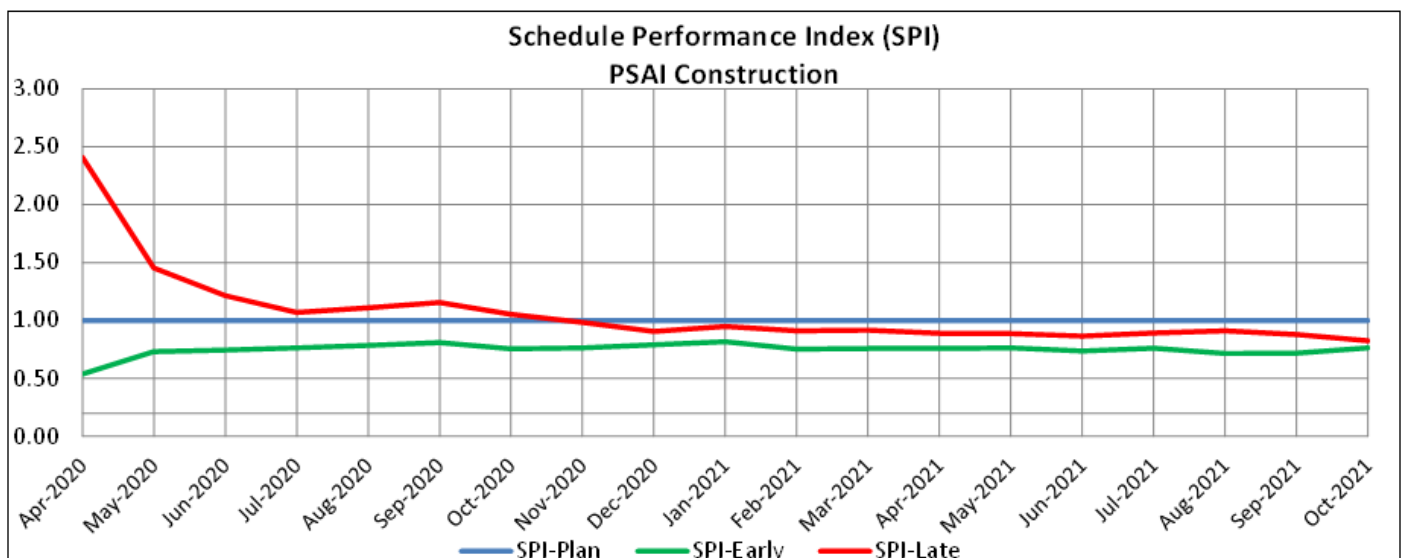
The critical path for the Puyallup is currently driven by the design delays to off site traffic mitigations. However, the work at the parking garage is on track for completion in August of 2022. We will continue to monitor the schedule and coordination with our Third Party partners on traffic mitigation.

Activity Name	Start	Finish	2021				2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300017-Puyallup Station Access Improvements - DB	22-Oct-21 A	19-Nov-22												
S300017-Puyallup Station Access Improvements - Construction	22-Oct-21 A	19-Nov-22												
S300017-Puyallup Station Access Improvements - DB Construction	22-Oct-21 A	19-Nov-22												
S300017 - Puyallup Station Access and Improvements - Design/Build - Design and Cons	22-Oct-21 A	19-Nov-22												
Milestones	16-Aug-22	15-Nov-22												
Milestone 1 - Substantial Completion	16-Aug-22	16-Aug-22												
Milestone 2 - Acceptance of Work	15-Sep-22	15-Sep-22												
Milestone 3 - Final Acceptance	16-Sep-22	19-Nov-22												
Construction	18-Apr-22	15-Sep-22												
Street Improvements	18-Apr-22	26-Jul-22												
Street Improvements - W Stewart Ave & N Meridian	18-Apr-22	22-Apr-22												
Street Improvements - W Stewart Ave & 7th St NW	25-Apr-22	06-May-22												
Street Improvements - 5th St NW & Track Crossing	09-May-22	26-Jul-22												
Commissioning & Punchlist	27-Jul-22	15-Sep-22												
Change Orders	23-Oct-21 A	27-May-22												
S300017-Puyallup Station Access Improvements - Project Completion	16-Aug-22	16-Aug-22												
S300017 - Puyallup Station Access and Improvements - Project Completion	16-Aug-22	16-Aug-22												
Post Construction	16-Aug-22	16-Aug-22												
Project Float	16-Aug-22	16-Aug-22												
Open For Service	16-Aug-22	16-Aug-22												
Transition to Operations	16-Aug-22	16-Aug-22												

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.76 for this period, and the late SPI is at 0.83. The index under 1.0 indicates that the Contractor is behind.

The schedule continues to show some time impacts due to procurement of traffic signals. The Contractor is working diligently to reduce these impacts to the project and identify as many opportunities as possible to try to recapture float on future work.



Sounder Commute Rail

Puyallup Station Access Improvements



Community Engagement

- Monitored construction activities for impacts to community and issued one construction alert about nighttime work.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	5.9	(1.4)
Consultants	7.5	7.1	(0.4)
TOTAL	14.8	13.0	(1.8)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements



Construction Safety

Data/Measure	October 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	2
Days Away From Work Cases	0	1	1
Total Days Away From Work	0	32	32
First Aid Cases	1	4	4
Reported Near Mishaps	0	5	5
Average Number of Employees on Worksite	64	-	-
Total # of Hours (GC & Subs)	10,145	61,769	64,077
OSHA Incident Rates	October 2021	Year to Date	Project to Date
Recordable Injury Rate	0	6.48	6.24
LTI Rate	0	3.24	3.12
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.			

Sounder Commuter Rail

Sounder South Capacity Expansion

Program Summary

Scope This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services and access in response to increased demand.

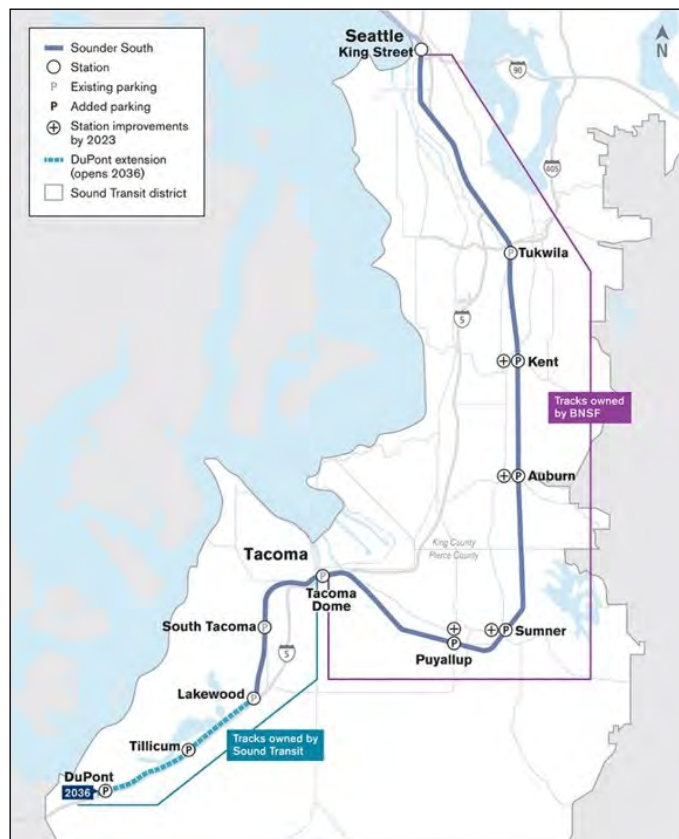
Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

The Sounder Strategic Development and Implementation Plan is complete and includes a program of proposed capital projects.

Phase Planning

Budget \$17.37 Million

Schedule Target Dates: 2036-2046, varies by Program Element



Sounder South Capacity map alignment

Program Key Activities

Program level activities are highlighted below. Project specific elements are detailed in their own sections on the following pages.

Sounder South Project Development Key Activities

- Sound Transit and BNSF Railway finalized the results of the Path Finding Study and the report recommendations.
- The Sounder South program is coordinating with the Tacoma Dome Link Extension team to identify potential conflict points with the representative alignments on both corridors.

The following Sounder South Capacity Expansion (SSCE) Program planning projects approved by the Sound Transit Board to move forward into Planning Phase 1 Alternative Analysis phase.

- King Street Station Platform Improvements
- BNSF Platform Extension at Auburn Station
- **These priority projects are summarized next followed by the common program reporting elements.**

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continue Level 1 evaluation of potential improvements to access and pedestrian flow.
- Working closely with the West Seattle Ballard Link Extension (WSBLE) team on the conceptual design phase of the Chinatown/International District Station which is in close vicinity of the King Street Station. Key members of the WSBLE team are invited to participate in the bi-weekly KSS project team meetings.

Community Engagement

- No community outreach activities to report this month.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right of way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained with Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- Developed draft alternatives analysis report to evaluate options to extend platforms at Auburn Station with an initial ranking by project feasibility.

Community Engagement

- No community outreach activities to report this month.

Sounder Commuter Rail

Sounder South Capacity Expansion



Program Reporting Elements

While in the Planning phase, priority projects are being managed under a shared budget, schedule and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by \$147K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.9	\$1.7	\$1.7	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$3.0	\$1.9	\$12.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Third Party Agreements	\$1.1	\$0.4	\$0.4	\$1.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$17.4	\$5.1	\$4.0	\$17.4	\$0.0

Totals may not equal column sums due to rounding of line entries.

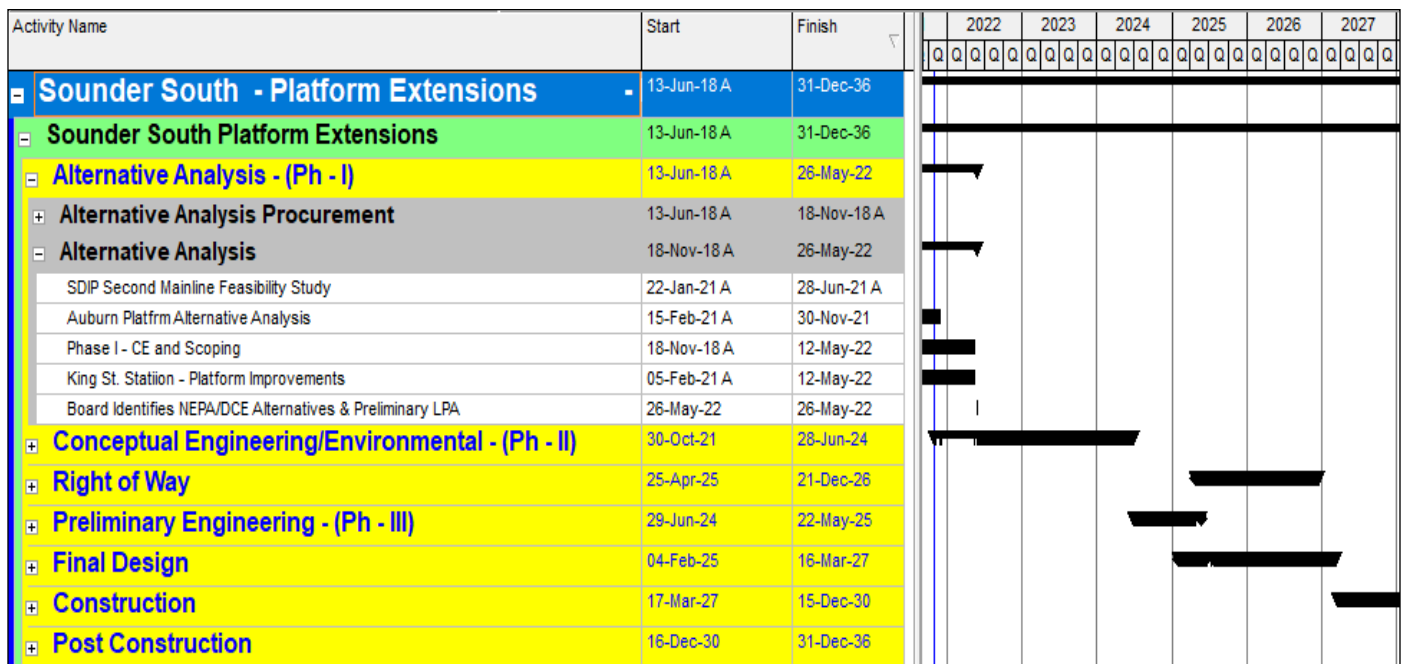
Sounder Commuter Rail Sounder South Capacity Expansion



Project Schedule

The Board of Directors announced their realignment decision August 2021. ST has made schedule adjustments in accordance with this direction. Schedule activities with funding agreement, contract, statement of work, or similar executed commitment are shown below.

The second Mainline Track Study and Report has been finalized and completed on July 28, 2021. Current Finish Date for Ph-1 reflects the inclusion of King Street Station Platform Improvement Project. Consultant is currently working on Alternative Refinement and Identification of Preferred Alternative and on Stakeholder Involvement for Auburn and King Street Station.



Sounder Commuter Rail

Sounder South Capacity Expansion



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The program team held the second risk management workshop to identify potential risks to the projects currently in alternatives analysis (King Street Station Platform Improvements and BNSF Platform Extensions). The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be December 2021.

The following are the top project wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SCCE Program's activities being on pause during the capital program realignment process.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	3.2	(4.5)
Consultants	28.6	1.6	(27)
TOTAL	36.3	4.8	(31.5)

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail

South Tacoma Access Improvements

Project Summary

Scope This project will plan, design and construct a parking facility and provide access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase Planning Phase 1—Alternatives Analysis

Budget \$1.5 Million

Schedule Target Date: 2030



South Tacoma Station in Pierce County.

Key Project Activities

- Continued to evaluate potential improvements.
- Conducted community and stakeholder engagement to gather input on potential improvements and possible alternates.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Sounder Commuter Rail

South Tacoma Access Improvement



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by \$91K with the majority of the amount coming from staff costs, and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.5	\$0.3	\$0.3	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.5	\$1.0	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$1.5	\$1.0	\$0.8	\$1.5	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for December 2021. Since the project is in early planning, we will learn more about potential risks at the next phase of design.

The following are the top project wide risks:

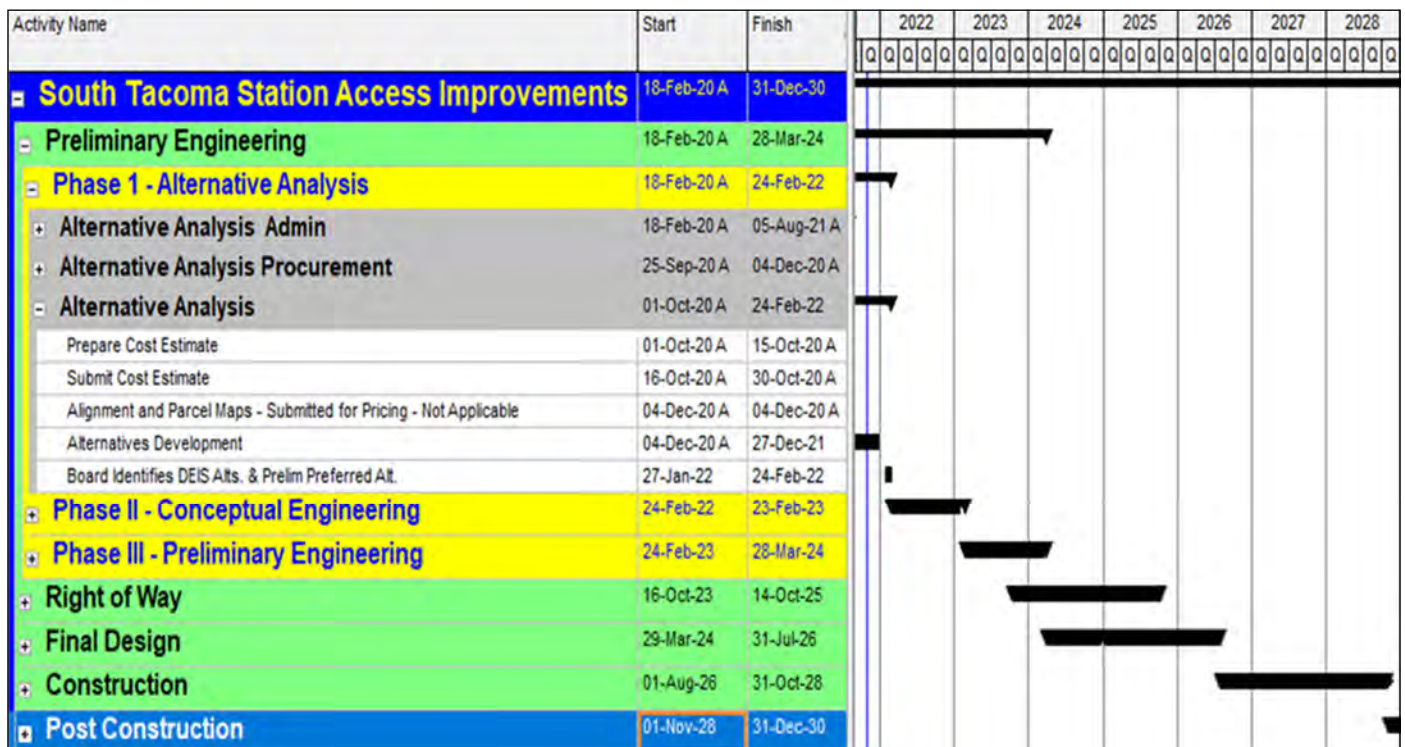
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule
- There may be too many recommendations that exceed the financial plan budget and schedule

Sounder Commuter Rail South Tacoma Access Improvement



Project Schedule

The Board of Directors announced their realignment decision August, 2021. ST has made schedule adjustments in accordance with this direction. Schedule activities for which a funding agreement, contract, statement of work, or similar executed commitment are shown below. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022. Currently Consultant is working on Task 5 (Alternative Refinement & Identification of Preferred Alternatives) and Task 3 (Stakeholder Involvement).



Community Engagement

- Held an online open house Oct. 6-26 to gather feedback on potential improvements and possible alternates. Over 900 people visited the site, and 54 people completed online surveys about South Tacoma.
- We also organized information tables at South Tacoma Station on Oct. 12 and at the Tacoma Farmers Market at Asia Pacific Cultural Center on Oct. 15.
- Held a virtual Q&A Session on Oct. 18.

Sounder Commuter Rail

South Tacoma Access Improvement



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.8	1.7	(0.1)
Consultants	2.1	1.9	(0.2)
TOTAL	3.9	3.6	(0.3)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail

Sumner Station Access Improvements

Project Summary

Scope The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.

Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.

Phase Complete Environmental/Enter Design & Construction

Budget \$17.8 Million

Schedule Target Date: 2025



Improving access to Sounder Sumner Station

Key Project Activities

- Design-Build procurement documents finalized.
- Realignment direction with delivery in 2025.
- Updating design build procurement documents and finalizing procurement strategy.
- Identifying additional site investigation activities to support the design build procurement.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period's expenditures increased by \$27K. The majority of this period's costs are attributed to staff costs.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.5	\$1.8	\$1.8	\$2.5	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$4.6	\$7.6	\$0.0
Construction	\$0.4	\$0.1	\$0.1	\$0.4	\$0.0
ROW	\$4.6	\$4.1	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.2	\$13.0	\$17.8	\$0.0

Sounder Commuter Rail

Sumner Station Access Improvements



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The next risk register update is scheduled for November 2021.

The following are the top project wide risks:

- Third Party Agreements to be finalized before contract award. Sound Transit staff have finalized a draft of the Conditional Use Permit; readying for a meeting with the city once key open issues have been addressed.
- Environmental-Contamination (Soil &/or Water): Inclusion of a work plan has been included in the procurement documents to mitigate and address remediation of contaminated materials.

Project Schedule

The Board of Directors announced their realignment decision August 2021. ST has made some schedule adjustments in accordance with this direction. Schedule activities for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown.

Project Procurement documents are complete; Procurement for Issuance of the Design-Build Request For Qualifications (RFQ) is upcoming. Finalizing agreements for replacement parking during construction.

The project is in the Preliminary Engineering phase, the preliminary engineering work overall is complete, the primary remaining activities in this phase are to initiate Design-Build procurement and Baseline the project. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area of construction needed for the Design-Build contractor's construction activities.

Activity Name	Start	Finish	2021				2022		
			Q1	Q2	Q3	Q4	Q1	Q2	
S300018 - Sumner Station Parking and Access Improvements -	01-May-15A	31-Dec-25							
Alternative Analysis (Phase I)	01-May-15A	26-May-16A							
Conceptual Engineering (Phase II)	01-May-15A	14-Mar-16A							
Preliminary Engineering (Phase III)	14-Jul-16A	26-May-22							
Administration	31-Dec-17A	26-May-22							
MS01 ST Board Approves Project(Baseline)-Phase Gate 4	26-May-22	26-May-22							
STBoard Realignment	05-Aug-21A	05-Aug-21A							
Phase Gate 4 and Establish Project Baseline	31-Dec-17A	12-May-22							
VE Workshop	01-Apr-22	09-May-22							
Preliminary Engineering	14-Jul-16A	26-Sep-19A							
Permits and Agreements	01-Mar-16A	30-Oct-21							
Right of Way	22-Sep-16A	20-Jan-23							
Design-Build Project Management	24-Sep-20A	27-Feb-25							
Design-Build Contract (DB)	05-Aug-21A	27-Feb-25							
Post Construction	27-Feb-25	31-Dec-25							

Sounder Commuter Rail

Sumner Station Access Improvements



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

This month the project was focused on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The Variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels the remainder of this year and into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	0.6	(5.6)
Consultants	0.0	0.0	0.0
TOTAL	6.2	0.6	(5.6)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report

Regional Express & STRIDE Programs



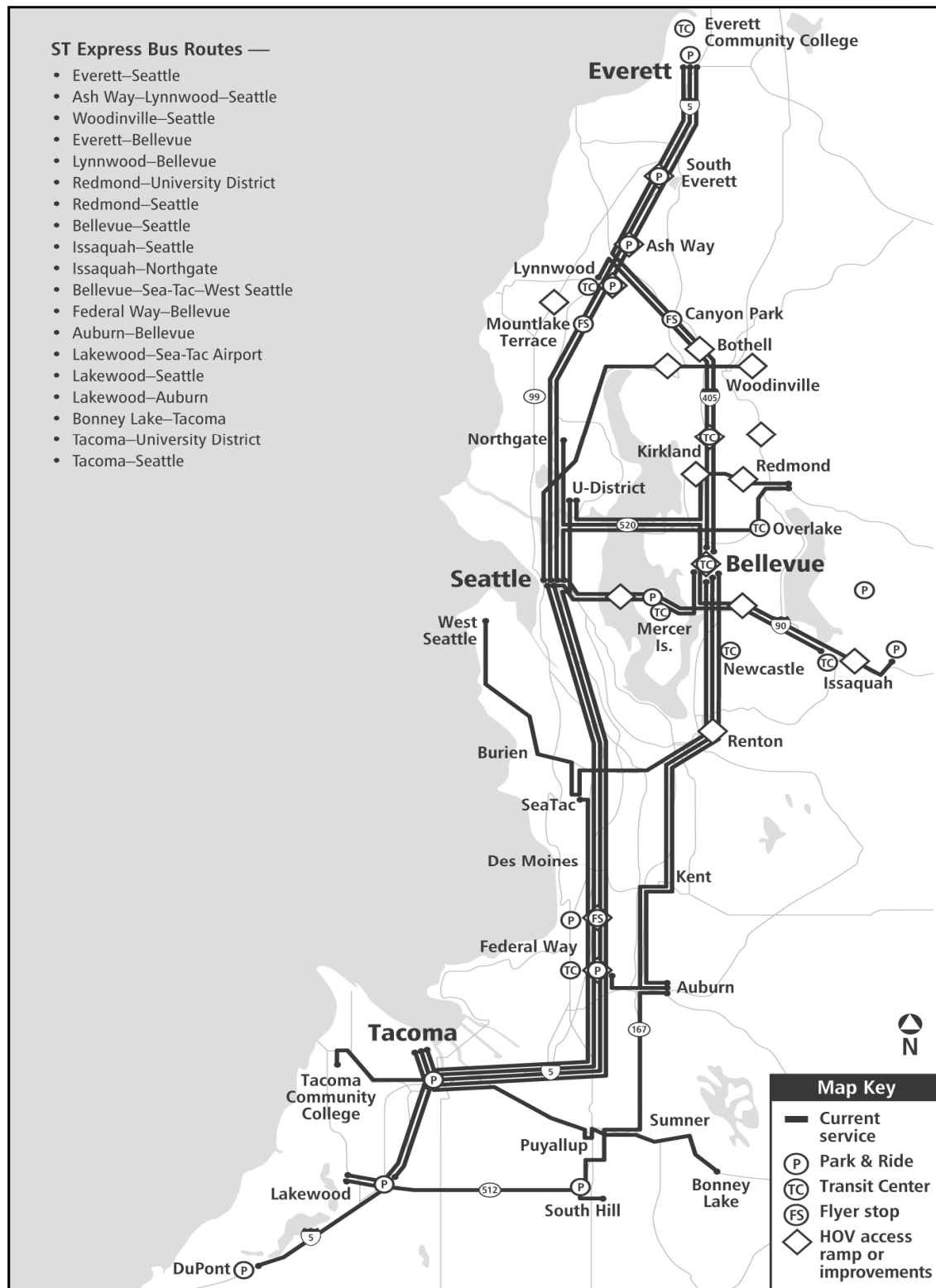
ST Express Bus routes connects major regional hubs throughout the three counties
(King, Pierce, and Snohomish)

October | 2021



Prepared by Project Controls | Portfolio Services Office

Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Regional Express & STRIDE Program Overview



Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Bus Base North	\$48.7	\$39.1	\$38.4	\$48.7	\$0.0
I-405 Bus Rapid Transit	\$268.3	\$204.2	\$92.0	\$268.3	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$148.6	\$49.6	\$46.3	\$148.6	\$0.0
Total	\$465.6	\$292.9	\$176.7	\$465.6	\$0.0

Figures are shown in millions

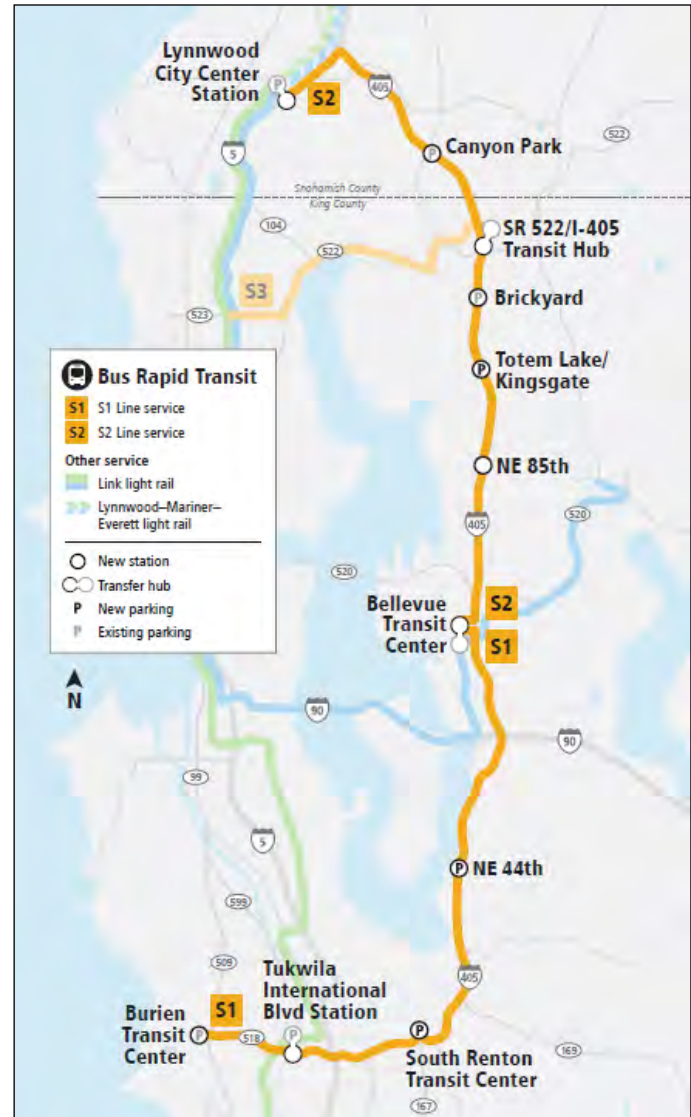
Program Schedule

All projects within the Regional Express and STRIDE programs were part of the realignment process. Projects in the realignment process are not shown. *A graphic of the revised timelines will be displayed in a future update.*

Regional Express & STRIDE Bus Base North

Project Summary

Scope	The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.
Phase	Conceptual Engineering/Environmental Review
Budget	\$48.7 Million
Schedule	Target Date: 2025



Map of Project Alignment

Key Project Activities

- Per the ST Board Realignment Decision, this project has a target date of 2025.
- Addressing the Business Park's Codes, Covenants and Restriction (CCRs).
- Corps Environmental Permits submitted.
- General Engineering Consultant Task Order to bring the design to 15% has been issued.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period the project cost incurred increased by around \$129K. This is primarily due to Sound Transit staff time, and some progress in Final Design, not enough to be seen in the rounded number of the cost summary below.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.4	\$2.0	\$2.0	\$4.4	\$0.0
Preliminary Engineering	\$2.3	\$1.7	\$1.3	\$2.3	\$0.0
Final Design	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.1	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Right-of-Way (ROW)	\$41.8	\$35.2	\$35.0	\$41.8	\$0.0
Total	\$48.7	\$39.1	\$38.4	\$48.7	\$0.0

Risk Management

The BRT Project Team will develop the Risk and Contingency Management Plan (RCMP) during the Design/Build phase of the project. The project team will then conduct a risk management workshop to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The top project risk and proposed mitigation is below:

- Soil conditions could require additional special foundations. Risk Mitigation: additional review of soil testing and borings, additional construction funds to address soil concerns are recommended to be budgeted.
- Addressing the Business Park Codes, Covenants and Restrictions: performing additional noise and vibration analysis.
- The project delivery method is being readdressed to align with the Board Realignment schedule.

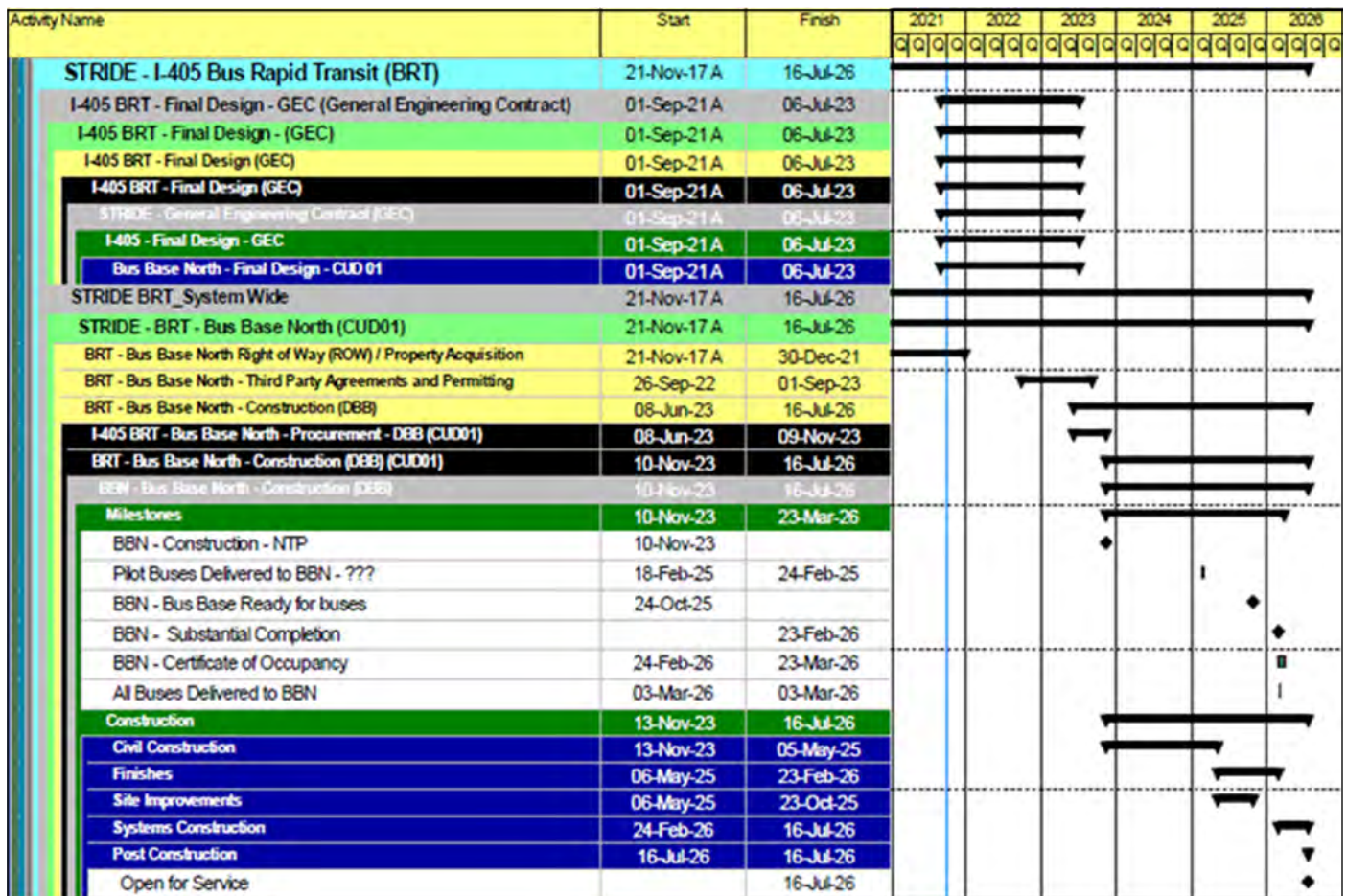
Regional Express & STRIDE Bus Base North



Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST has made schedule adjustments in accordance with this direction. A task order to the GEC Final Design team was issued at the end of October 2021 to progress the design.

The current critical path for Bus Base North is conceptual engineering, acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, permitting, construction, integration with intelligent transportation system (ITS), preparation for and readiness of Bus Base North for new BRT bus fleet and service line activation.



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

- We are monitoring outreach needs for the project and are available to answer any questions.
- Planning began for neighbor outreach for construction.

Regional Express & STRIDE Bus Base North



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance in ST staff level of effort will reduce once final design starts with the GEC contract (DBPM option is not considered anymore).

Consultant staff are currently working on Phase 2 and Phase 3.

Capacity's increase of the GEC contract has been approved. First Task Order for Bus Base North was issued this month.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.6	(4.0)
Consultants	1.0	0.5	(0.5)
TOTAL	7.6	3.1	(4.5)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

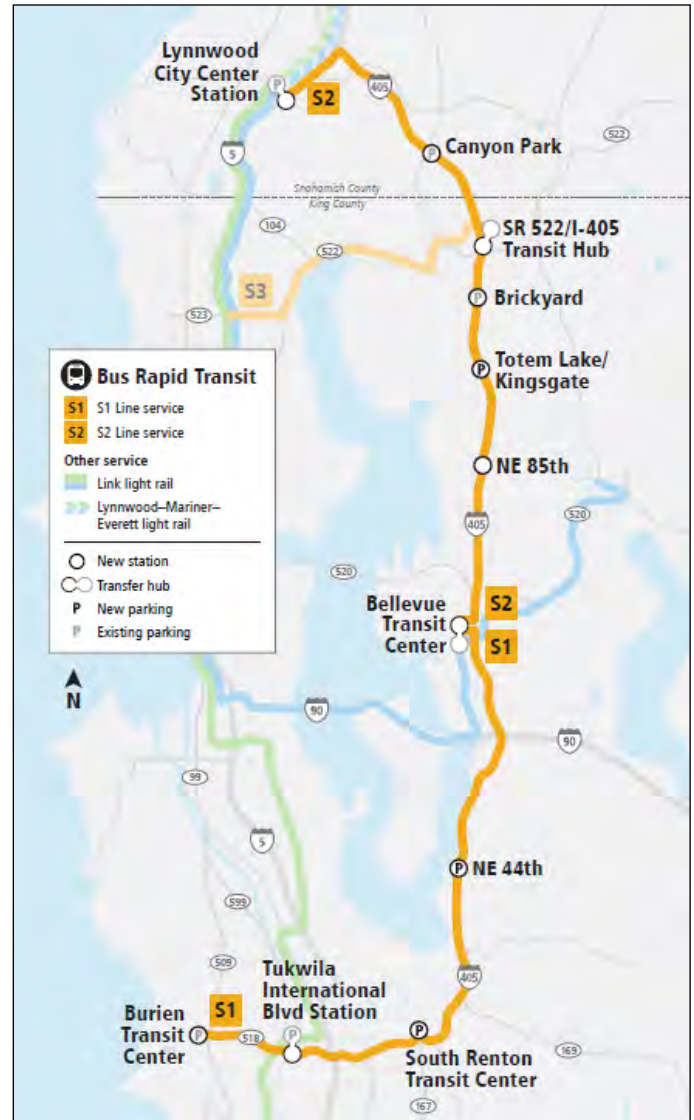
Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE I-405 Bus Rapid Transit

Project Summary

Scope	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.
Limits	Approximately 37 miles between Lynnwood and Burien
Alignment	I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.
Stations	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center
Phase	Planning Phase 2 Environmental Review and Conceptual Engineering and Phase 3 Preliminary Engineering.
Budget	I-405 BRT: \$268.3 Million Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.
Schedule	Target Date: 2026, not including parking elements



Map of Project Alignment

Key Project Activities

- Developing partnering agreements and letters of concurrence.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, Canyon Park and Tukwila International Boulevard.
- Evaluating realignment impacts to project schedule and elements.
- Sound Ford demolition contractor given Notice to Proceed.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures are \$1.4M, of which \$0.4M for staff time, \$0.9M for project refinement activities, preliminary engineering and environmental activities in the PE phase, \$105K in the final design phase, \$17K in ROW phase and \$15K in third party phase.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$11.0	\$9.5	\$9.5	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$45.7	\$29.7	\$50.2	\$0.0
Final Design	\$16.3	\$0.8	\$0.6	\$16.3	\$0.0
Construction Services	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Third Party Agreements	\$1.5	\$0.9	\$0.6	\$1.5	\$0.0
Construction	\$152.2	\$119.0	\$24.4	\$152.2	\$0.0
Right-of-Way (ROW)	\$36.2	\$28.2	\$27.2	\$36.2	\$0.0
Total	\$268.3	\$204.1	\$92.0	\$268.3	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team continues to hold risk management workshops to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The following are top project risks and proposed mitigations:

- Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes (ETL) Project. *Risk Mitigation:* Sound Transit participated in WSDOT's Design-Build process for the I-405 Renton to Bellevue Project as a proposal evaluation member and integrated BRT milestones into the WSDOT schedule. Sound Transit staff is participating in design and constructability reviews for BRT related facilities.
- Coordination with WSDOT north-end I-405 Express Toll Lane schedule. Sound Transit and WSDOT staff coordination is ongoing to minimize or eliminate schedule gaps or slowdowns.
- The Tukwila International Boulevard station is on the critical path for a 2026 opening of S1 (Burien to Bellevue). ST and WSDOT staff are developing a Project Development Task Order.

Regional Express & STRIDE I-405 Bus Rapid Transit



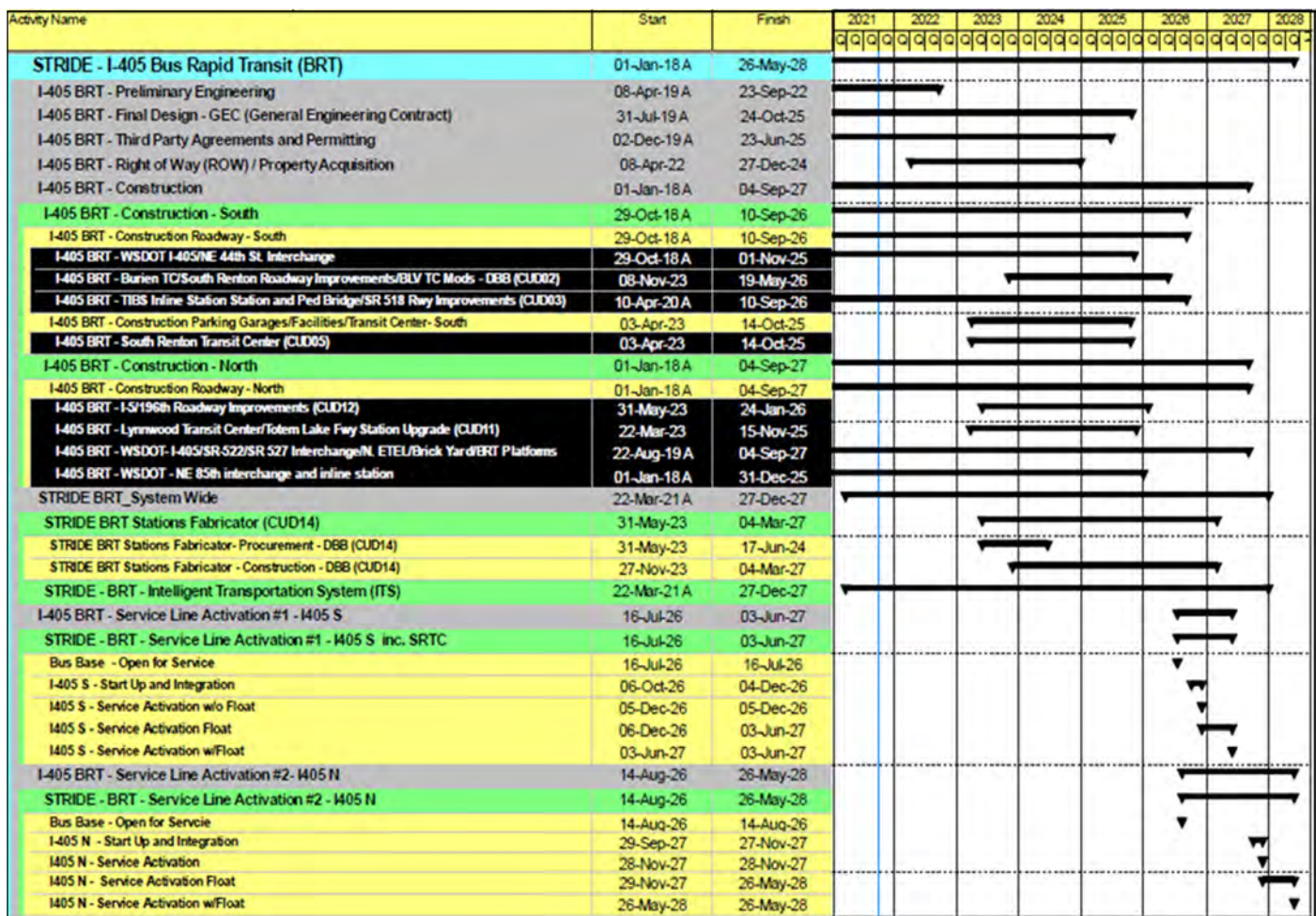
Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST has made schedule adjustments in accordance with this direction.

The current phase, Conceptual Engineering/Environmental Review (Phase 2), commenced in Q2 2019 and is anticipated to complete in Q3 2021. In October 2020, the Sound Transit System Expansion Committee (SEC) authorized advancing the current Conceptual Engineering consultant's (WSP) Preliminary Engineering (Phase 3) SOW per Motion No. M2020-59: Authorizing the chief executive officer to execute a contract modification with WSP USA Inc. to exercise a contract option for Phase 3 preliminary engineering services for the I405 Bus Rapid Transit project. In November 2020, Notice to Proceed (NTP) was provided to WSP.

"Project to be Built" was approved by ST Board in September 2021.

The current critical path for the I-405 BRT project is conceptual engineering, environmental review, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation. There are other critical design efforts and construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and local communities throughout the project. Due to COVID-19 outreach efforts have shifted to virtual platforms.

- Door hangers for Geotech borings for Lynnwood, Burien, Tukwila and Renton
- Mailings for property owners near night borings in Tukwila and Renton

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is annual projection. ST Staff level of effort increases with Phase 3 ramps up. The consultant's variance is from the GEC contract that just started with six executed task orders. Progress of GEC should accelerate as capacity's increase has been approved by ST Board in August 2021.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.0	13.7	(3.3)
Consultants	90.8	26.5	(64.3)
TOTAL	107.8	40.2	(67.6)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

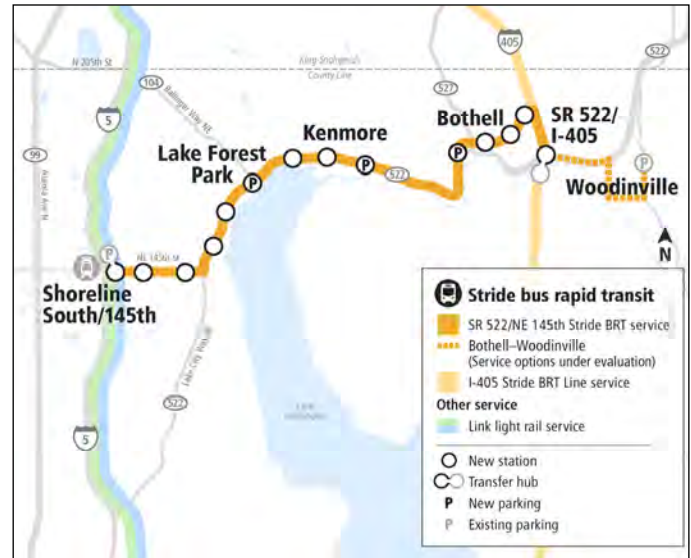
Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope	Launch a Bus Rapid Transit (BRT) system from the Shoreline South/148th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.
Limits	Approximately 8 miles between Shoreline and Bothell
Alignment	The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.
Stations	Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.
Systems	BRT Operations & Transit Signal Priority
Phase	Final Design
Budget	\$148.6 Million - Preliminary Engineering Phase (1-3), Bothell Stage 3, Shoreline agreement, Acquisition.
Schedule	Target Date: 2026, not including parking elements



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Continuing stakeholder outreach focused on property owners and businesses.
- Coordinating 30% plans development with the City of Bothell for review.
- Interagency Group is focused on identifying station access projects.
- Reviewing realignment impacts to schedule and project elements.
- General Engineering Consultant Task Order issued to start final design

Regional Express & STRIDE

SR 522/NE 145th Street Bus Rapid Transit



Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$1.5M. This is primarily due to progress on Bothell construction for \$0.9M. Sound Transit staff time accounts for \$155K, progress on Preliminary Engineering, progress on final design for \$102K with the GEC contract and in ROW for \$90K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.1	\$6.9	\$6.9	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.4	\$15.1	\$16.9	\$0.0
Final Design	\$19.8	\$0.7	\$0.4	\$19.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	16.4	\$0.8	\$0.5	\$11.4	\$0.0
Construction	\$33.7	\$25.0	\$22.8	\$38.7	\$0.0
Right-of-Way (ROW)	\$52.1	\$0.9	\$0.6	\$52.1	\$0.0
Total	\$148.6	\$49.6	\$46.3	\$148.6	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. Sound Transit continuously monitors project status and assesses associated risks.

The project team continues to hold risk management workshops to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The following are the top project risks and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- Early concurrence on project components is a key effort of project development though on-going coordination with the Project Interagency Coordination Group, City Managers Group and Elected Leadership Group. Letters of Concurrence are being developed with jurisdictions on the SR 522/145th BRT alignment for the project advancing to 30 percent design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner agency staff are actively working towards a solution.

Regional Express & STRIDE SR 522/NE 145th Street Bus Rapid Transit



Project Schedule*

The Board of Directors announced their realignment decision in August 2021. ST has made schedule adjustments in accordance with this direction.

The SR 522/NE 145th BRT Project Refinement Phase completed in Q2 2019. Conceptual Engineering/Environmental Review, commenced in Q2 2019 and this phase completed in Q2 2021. The Preliminary Engineering phase is complete. The 30% design has been completed for the NE 145th, Lake Forest Park and Kenmore, and Bothell segments. All segments have been reviewed by the local Authorities Having Jurisdiction (AHJ) and/or Sound Transit's third party partners, including WSDOT and others. The SEPA expanded checklist work was completed in Q1 2021.

"Project to be Built" was approved by ST Board in September 2021.

The current critical path for the ST 522/NE 145th BRT project is Right-of-Way (ROW) civil certification, ROW acquisition, permitting/agreements, final design, construction, intelligent transportation system and service line activation.

**Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g. City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.*

Activity Name	Start	Finish	2021	2022	2023	2024	2025	2026	2027	2028
STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)	12-Jun-18 A	20-Aug-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Preliminary Engineering	12-Feb-20 A	25-Oct-21	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Final Design	31-Jul-19 A	31-Jul-25	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Third Party Agreements and Permitting	12-Jun-18 A	24-Dec-25	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Right of Way (ROW)	26-Oct-21	20-Aug-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Construction	07-Jan-19 A	12-Jun-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Construction - Roadway	07-Jan-19 A	12-Jun-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Construction Rdway SR 522/NE 145th Rwy / SR 523/522 to LFP Rwy/Kenmore - CUD06	16-Dec-23	12-Jun-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Const Rwy SR 522/NE 145th/SR 523/522 to LFP Rwy/Kenmore-DBB Procurement - CUD06	16-Dec-23	12-Jun-24	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Const Rwy SR 522/NE 145th/SR 523/522-LFP Rwy/Kenmore-DBB Construction - CUD06	13-Jun-24	12-Jun-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Bothell City Streets Project / Bothell Stage 2B - CUD07	21-Dec-23	27-Apr-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Bothell City Streets / Bothell Stage 2B - Procurement - DBB- CUD07	21-Dec-23	17-Jun-24	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - Bothell City Streets / Bothell Stage 2B - Construction - DBB- CUD07	26-Mar-24	27-Apr-26	■	■	■	■	■	■	■	■
SR 522/NE 145th BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB	07-Jan-19 A	31-Aug-21 A	■	■	■	■	■	■	■	■
City of Bothell SR-522 BAY Lanes Project (Bothell Stage 3)	07-Jan-19 A	31-Aug-21 A	■	■	■	■	■	■	■	■
ST3 - East Corridor	22-Mar-21 A	27-Dec-27	■	■	■	■	■	■	■	■
STRIDE - Bus Rapid Transit - East Corridor	22-Mar-21 A	27-Dec-27	■	■	■	■	■	■	■	■
STRIDE - I-405 Bus Rapid Transit (BRT)	22-Mar-21 A	27-Dec-27	■	■	■	■	■	■	■	■
STRIDE BRT_System Wide	22-Mar-21 A	27-Dec-27	■	■	■	■	■	■	■	■
STRIDE - BRT - Intelligent Transportation System (ITS)	22-Mar-21 A	27-Dec-27	■	■	■	■	■	■	■	■
SR 522 BRT - Service Line Activation #3 - SR522/145th	16-Jul-26	31-May-27	■	■	■	■	■	■	■	■
SR 522 BRT - Service Line Activation #3 - SR522/NE 145th	16-Jul-26	31-May-27	■	■	■	■	■	■	■	■
SR 522 BRT - Service Activation - without Garages	16-Jul-26	31-May-27	■	■	■	■	■	■	■	■
Bus Base - Open for Service	16-Jul-26	16-Jul-26	■	■	■	■	■	■	■	■
SR 522/NE 145th - Start Up and Integration	03-Oct-26	01-Dec-26	■	■	■	■	■	■	■	■
SR 522/NE 145th - Service Activation	02-Dec-26	02-Dec-26	■	■	■	■	■	■	■	■
SR 522/NE 145th - Service Activation Float	03-Dec-26	31-May-27	■	■	■	■	■	■	■	■
SR 522/NE 145th - Service Activation w/Float	31-May-27	31-May-27	■	■	■	■	■	■	■	■

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVID-19 outreach efforts have shifted to virtual platforms.

- Shoreline Council of Neighborhoods briefing
- Project update sent to listserv

Regional Express & STRIDE

SR 522/NE 145th Street Bus Rapid Transit



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. ST staffing variance is less than planned as some of the activities of the project were on pause during realignment. Consultant variance is from the GEC contract that started six months ago with six executed tasks orders. Progress on GEC is slow as capacity's increase was only approved in August by the Board.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.3	(4.9)
Consultants	75.1	14.5	(60.6)
TOTAL	90.3	24.8	(65.5)

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report Capital Program Support



Capital Program Support Grants



Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Balance Remaining
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	68,622,527
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	17,501,386
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	7,800,002
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	74,574,536	08/14/2020	-1
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	25,792
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	2,318,683	04/29/2020	1,718,683
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	27,379,997
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	106,557,455
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	5,206,175
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	5,400,000
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	14,898,460	09/08/2021	7,330,403
LINK LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	38,937,648	09/18/2021	19,436,568
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	31,668,475	09/10/2021	25,130,435
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	1,905,019
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	4,800,000
REGIONAL FUND	WA-2021-032	CRRSAA Act - FY 2021	179,660,964	06/09/2021	-1
LINK LIGHT RAIL	WA-2021-044	ARP Act 2021- Lynnwood CIG	94,047,724	07/09/2021	-
LINK LIGHT RAIL	WA-2021-045	ARP Act 2021- Federal Way CIG	158,583,550	07/09/2021	-
LINK LIGHT RAIL	WA-2021-070	Hilltop Tacoma Link Ext - ARP CIG	20,704,007	08/30/2021	-
REGIONAL EXPRESS	WA-2021-083	Bus Replacements	1,494,561	09/07/2021	1,494,561
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	7,255,465
LINK LT RAIL & SOUNDER RAIL	WA-2021-123	Rail State of Good Repair - PIMS	3,612,229	09/24/2021	3,612,229
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	285,750
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	132,817
TOTAL FEDERAL TRANSIT AUTHORITY			2,224,148,821		313,095,262
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/02/2017	662,138
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,187,712
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	619,570
TOTAL OTHER FEDERAL			2,620,689		2,469,420
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	197,000
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/10/2020	-1
TOTAL STATE			697,000		196,999
TOTAL ALL GRANTS			2,227,466,510		315,761,681

Above table as of Q3 2021. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit’s mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2021, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA’s Sustainability Commitment at the platinum recognition level.

Key Accomplishments and Activities for Q3 2021

- Finalized annual Sustainability Inventory and Sustainability Progress Report, and presented to the Board of Directors.
- Finalized the ESMS general awareness training.
- Joined the FTA’s Healthy Planet Challenge.
- Presented at an FTA webinar on greenhouse gas accounting.
- Presented at AGC meeting on agency’s construction air emissions efforts.
- Attended the APTA Battery Electric Bus virtual study mission.
- Installed electric vehicle charging stations at Union Station for non-revenue vehicles.

Key Upcoming Activities for Q4 2021

- Present at Washington State Public Transportation Conference on sustainability strategic planning.
- Launch ESMS general awareness training.
- Complete ESMS external surveillance audit with registrar.
- Begin developing 2022 Environmental and Sustainability targets.

Progress Report Acronyms



Acronyms

AA	Alternative Analysis	FHWA	Federal Highway Administration
AHU	Air Handling Units	FSEIS	Final Supplemental Environmental Impact Statement
ALTA	American Land Title Association	FFGA	Full Funding Grant Agreement
BCE	Baseline Cost Estimate	FTA	Federal Transit Administration
BCWS	Budgeted Cost of Work	FTE	Full Time Employee
BIM	Building Information Modeling	GC/CM	General Contractor /Construction Management
BNSF	Burlington Northern Santa Fe Railway	GEC	General Engineering Contract
BOS	Bus on Shoulder	HVAC	Heating, Ventilation and Air Conditioning
BRT	Bus Rapid Transit	ICD	Integration Control Document
CCB	Change Control Board	IFB	Issue for Bids
CDF	Controlled Density Fill	IFC	Issue for Construction, also Industry Foundation Classes
CHS	Capitol Hill Station	IRT	Independent Review Team
CM	Construction Management	IWP	Industrial Waste Permit
CMU	Concrete Masonry Unit	JA	Jacobs Associates
CO	Change Order	JARPA	Joint Aquatic Resource Permit Application
CPI	Cost Performance Index	KCM	King County Metro
CPM	Critical Path Method	LNTP	Limited Notice to Proceed
DAHP	Department of Archaeology & History Preservation	LRRP	Light Rail Review Panel
DART	Days Away, Restricted or Modified	LRT	Light Rail Transit
DB	Design-Build	LRV	Light Rail Vehicle
DBPM	Design-Build Project Management	LTK	LTK Engineering Services
DCE	Document Categorical Exclusion	MACC	Maximum Allowable Construction Cost
DECM	Design, Engineering and Construction Management	MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
DEIS	Draft Environmental Impact Statement	MLK	Martin Luther King, Jr. Way
DP	Design Package	MOA	Memorandum of Agreement
DPD	Seattle Department of Planning and Development	MOU	Memorandum of Understanding
DSC	Differing Site Conditions	MOW	Maintenance of Way
DSDC	Design Support During Construction	MPPCV	Major Public Project Construction Variance
DSTT	Downtown Seattle Transit Tunnel	MRB	Material Review Board
EFC	Estimated Final Cost	MUP	Master Use Permit
EMI	Electro Magnetic Interference	NB	Northbound
ERC	East Rail Corridor	NCR	Notification of Change Report
FD	Final Design	NCTP	North Corridor Transit Partners
		NEPA	National Environmental Policy Act

Acronyms

NOAA	National Oceanic and Atmospheric Administration	ST	Sound Transit
NPDES	National Pollutant Discharge Elimination System	START	Seattle Tunnel and Rail Team
NTP	Notice to Proceed	SWI	Stacy and Witbeck, Inc.
OCS	Overhead Catenary System	TBM	Tunnel Boring Machine
OMF	Operations and Maintenance Facility	TCAL	Temporary Construction Airspace Lease
OMSF	Operations and Maintenance Satellite Facility	TCE	Temporary Construction Easement
PE	Preliminary Engineering	TE	Traction Electrification
PEP	Project Execution Plan	TFK	Traylor Frontier Kemper Joint Venture
PEPD	Planning, Environment and Project Development	TOD	Transit Oriented Development
PMOC	Project Management Oversight Consultant	TVM	Ticket Vending Machine
PSST	Pine Street Stub Tunnel	UAC	Unallocated Contingency
QA	Quality Assurance	U-Link	University Link project
QC	Quality Control	UDS	University District Station
QTR	Quarter	USFWS	U.S. Fish and Wildlife Service
RE	Resident Engineer	UW	University Of Washington
RFC	Request for Change	UST	Underground Storage Tank
RFD	Request for Deviation	UWS	University of Washington Station
RFI	Request for Information	VAV	Variable Air Volume
RFP	Request for Proposal	VE	Value Engineering
RFQ	Request for Qualifications	VECP	Value Engineering Cost Proposal
RIR	Recordable Injury Rates	WBS	Work Breakdown Structure
RMP	Risk Management Plan	WDFW	Washington Department of Fish and Wildlife
ROD	Record of Decision	WSDOT	Washington Department of Transportation
ROW	Right -of -Way		
RSD	Revenue Service Date		
SB	Southbound		
SCADA	Supervisory Central and Data Acquisition		
SCC	Standard Cost Categories		
SCL	Seattle City Light		
SDEIS	Supplemental Draft Environmental Impact Statement		
SEPA	State Environmental Policy Act		
SIP	Street Improvement Permitting		
SPI	Schedule Performance Index		
SR	State Route		